

MOTORSPORT

OCTOBER 1993

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Ferrari fightback

— Alesi second to Hill at Monza

François Cevert remembered



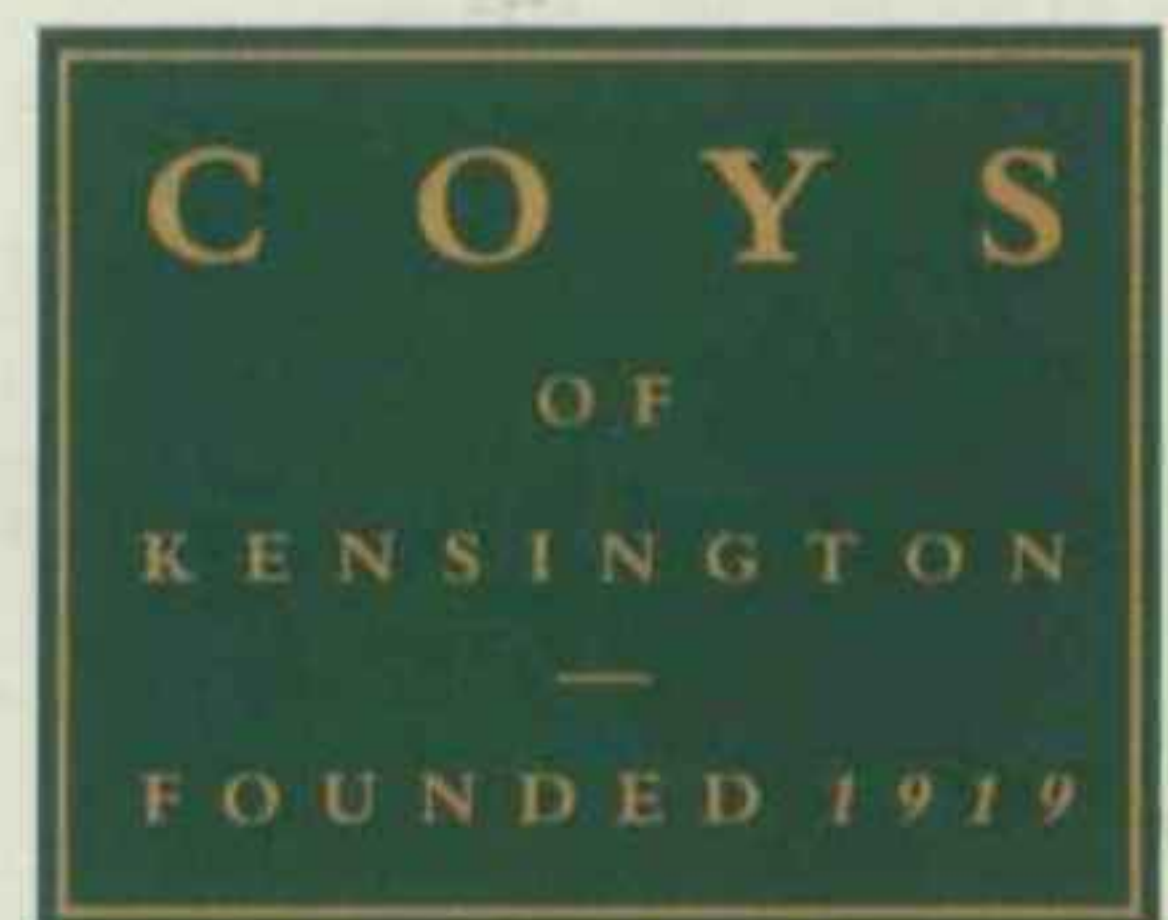
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Coys are proud to announce the overwhelming success of their recent auction during the Coys International Historic Festival at Silverstone. With an unrivalled 78% of lots sold, the sale saw some extraordinary prices being achieved.

Amongst these was £206,000 for the 1930 Alfa Romeo 6C.1750 Gran Sport Zagato pictured opposite, entrusted to us for sale by the family of its owner since 1933. From the same stable a 1955 Lancia Aurelia B20 GT coupé soared to a record £61,000, almost double its highest estimate. Equally remarkable, a race prepared 1964 MGB sold for £26,000.

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FORTHCOMING AUCTIONS CALENDAR:

- | | |
|--------|--|
| LONDON | 25th October
The Collection Gallery,
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| LONDON | 15th December
The Royal Horticultural
Halls, Westminster |



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Jean Alesi's second place to Damon Hill stirred the Monza crowd. Below, on the 20th anniversary of his death at Watkins Glen, we remember François Cevert.

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His victory in Hungary might have been facilitated by his rivals' misfortunes, but Damon Hill's second GP win was earned the hard way...

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... as was his third, even if Alain Prost's blown V10 ultimately handed it to him on a plate. The crowd, though, was paying more attention to Jean Alesi's second-placed Ferrari.

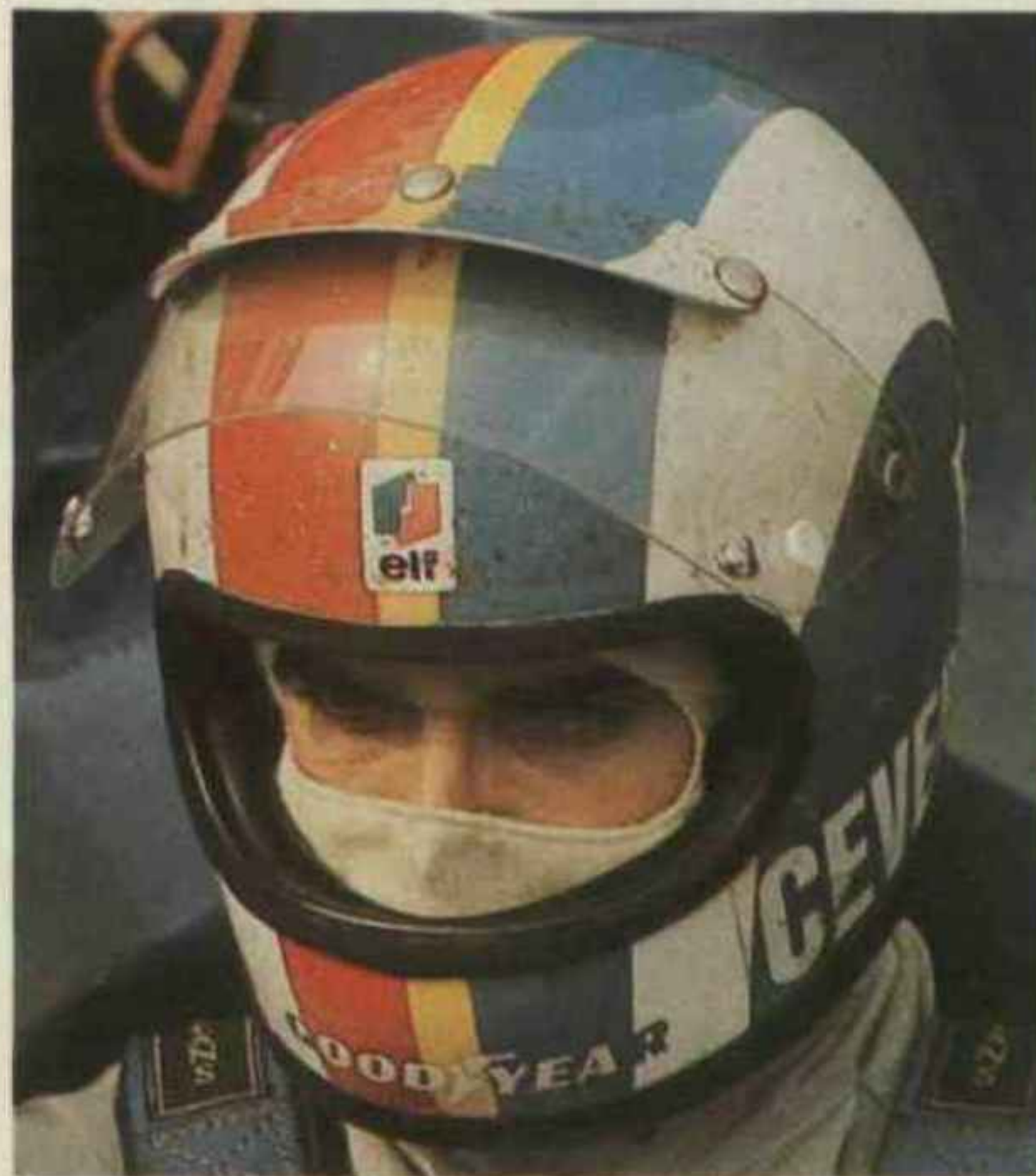


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COB 1, the world's most famous AC, is for sale (page 1063).

The month in MOTOR SPORT



AUGUST

17: René Dreyfus, one of the last survivors from motor racing's Golden Age, passes away in his adopted New York, aged 88.

17: NASCAR drivers finish testing at Indianapolis, in preparation for the Brickyard's first stock car race in August 1994. Kenny Wallace left the circuit with a broken shoulder, and John Andretti with a red face, after losing control and prompting a multi-car accident.

18: FISA's Off Roads Commission appoints Croft to host Britain's round of the European Rallycross Championship in 1994, and also recommends that the sport's name be changed to Rallyracing. The proposals require ratification by the FIA in October.

20: Formula 3000 teams arriving in Germany learn that traction control has been outlawed forthwith.

21: European F3000 team Il Barone Rampante has its assets seized by Reynard at the Nürburgring. Driver Jan Lammers has to strike a deal to rent his erstwhile race car for the weekend.

22: Olivier Panis scores his second straight European F3000 win at the Nürburgring. Finishing a race for the first time since May, Gil de Ferran is runner-up. Panis closes to within a point of series leader Pedro Lamy.

22: Despite a huge accident in practice, during which he was momentarily subjected to a force estimated at 44g, Paul Tracy wins the Texaco Havoline 200 IndyCar race at Elkhart Lake. Nigel Mansell finishes second to stretch his series lead. During the course of the weekend, CART chairman Bill Stok-

kan – one of the prime movers behind the bid to bring IndyCars to Brands Hatch – announces that he is to stand down.

22: Beaten into second place by Michael Krumm one day earlier, German F3 series leader Jos Verstappen reverses the order in the second championship round of the Nürburgring weekend. In the supporting GT race, Bruno Eichmann wins for Porsche after a startline pile-up eliminates several fancied runners.

22: Paul Radisich scores Ford's 200th touring car win at Brands Hatch (above), giving the Mondeo a maiden win in the 13th round of the BTCC. Jeff Uren had started the ball rolling with his Zephyr, in 1959. At Brands, Radisich is chased home by Steve Soper and Robb Gravett, though the former is docked a place for what is adjudged to be an unruly passing manoeuvre.

22: Oliver Gavin keeps his slim British F3 title hopes alive by beating Kelvin Burt at Pembrey. Burt's team-mate, Paul Evans, is forced to quit the series after the race in Wales, having run out of sponsorship.

22: Scot Dario Franchitti clinches the British Formula Vauxhall Lotus title at Brands Hatch; Russell Ingall does likewise in the British Open Formula Ford series; pending the outcome of an appeal, Ivan Arias is assured of the Formula Renault crown.

22: Victory at Arendonk gives Citroën's Kenneth Hansen a share of the European Rallycross Championship lead, with team-mate Jean-Luc Pailler

23: Peugeot is tipped to enter Formula One as partner to the Larrousse team.

23: The fledgling Simtek F1 team announces that its prototype chassis will be

powered by a Ford HB V8.

23: Yannick Dalmas (Peugeot), Emanuele Pirro (BMW), Stefano Modena (BMW), Alessandro Nannini (Alfa), Nicola Larini (Alfa), Steve Soper (BMW), John Cleland (Vauxhall), Gabriele Tarquini (Alfa), Julian Bailey (Toyota), Ivan Capelli (Nissan), Hans Stuck (Audi) and Eric van de Poele (Nissan) are named amongst the expected 55-car entry for the FIA Touring Car Challenge at Monza on October 17.

23: Colin McRae and Derek Ringer win Malaysia's Petronas Rally.

24: Juha Piironen makes his first public appearance since his recent brain haemorrhage, when he turns up at the 1000 Lakes Rally HQ. Though mainly confined to a wheelchair, the Finn continues to make a good recovery.

25: Designer Mike Coughlan leaves Tyrrell, prompting speculation that Harvey Postlethwaite will return.

25: Brands Hatch announces plans for a new, £2.5M pits complex (below), which will be operational by March 1994.

27: Formula 3000 team managers meet with Bernie Ecclestone at Spa, to discuss ways of improving the championship's status. Amongst several ideas put forward is a ban on new cars for 1994. All proposals must await ratification by the FIA World Motor Sports Council.

27: In Spa, Ron Dennis confirms that McLaren is building a Lamborghini-engined chassis "for evaluation".

27: The deadline for Il Barone Rampante to settle its debts passes, and the beleaguered team's assets are taken away from Spa under the watchful eyes of the Belgian police. A local court will decide the fate of the equipment.

28: Ayrton Senna, having dropped unsubtle hints that he would be happy to drive for Ferrari in 1994, appears to be heading instead for a sabbatical. Ferrari insists that its contracts with Jean Alesi and Gerhard Berger are firm.



28: Olivier Panis sprints into the European F3000 series lead by winning yet again, at Spa. Gil de Ferran, David Coulthard and Pedro Lamy take the next three places: the first four home all retain a realistic chance of winning the title, though Panis is clear favourite, particularly with the final two rounds taking place in France.

28: Mark Martin wins his third consecutive NASCAR race, at Bristol.

29: Damon Hill takes a second straight GP victory at Spa, after withstanding a forceful challenge from Michael Schumacher's Benetton in the closing stages. Early leader Alain Prost, delayed by a tardy stop for new tyres, edges closer to a fourth World Championship title by finishing third. It is Renault's 50th Grand Prix success (below), and Williams's 70th . . .



29: Al Unser Jr takes his first IndyCar win of the year in Vancouver. Nigel Mansell finishes sixth, but pulls away from Emerson Fittipaldi in the points race. Support race winner Bryan Herta likewise moves closer to the Indy Lights title. Briton Steve Robertson leads initially, but eventually crashes out.

29: Jos Verstappen strengthens his grip on the German F3 series, by winning one of two races in Singen. Sascha Maaßen takes the other. In Italy, things are rather closer: Luca Badoer takes his first win, at Monza. After eight rounds, Frederico Gemmo and Giancarlo Fisichella share the series lead . . . on 25 points apiece.

29: Nicola Larini (Alfa Romeo) and Bernd Schneider (Mercedes) win the GTCC races at Singen.

29: Johnny Cecotto wins the German GT round at Austria's Salzburgring.

29: Juha Kankkunen wins the 1000 Lakes Rally, from Ari Vatanen's debutant Subaru Impreza. Malcolm Wilson cracks a bone in his shoulder when he rolls his works Escort, but vows that he'll be fit for the next round of the British Championship, the Manx. Bruno Thiry wins the Formula Two class.

30: David Leslie takes his Ecurie Ecosse Cavalier to a maiden BTCC win at Thruxton.

SEPTEMBER

2: After 10 years in Formula One, Jordan's Thierry Boutsen announces his retirement with immediate effect. The Belgian says he is looking for an IndyCar deal in 1994.

MATTERS OF MOMENT

Crime and punishment

Increasingly, it seems that there is need for a formally structured disciplinary code in motor racing, where the participants, whether professional or amateur, are at risk enough *without* some of the extraordinary episodes that have occurred during the past few months.

Ironically, and unforgivably, some of the worst examples of apparent recklessness have been seen at the very pinnacle of the sport.

Take Gerhard Berger, for instance.

He laughed off his accident with Mark Blundell towards the end of the Belgian GP. Couldn't understand what Mark was so unhappy about. They had, after all, only been disputing 10th place . . .

Blundell's Ligier was written off in the high-speed impact, although to be fair Gerhard blames him as much as Mark blames Gerhard.

At Monza, Berger's shunt at the end of the second official qualifying session was, on the face of it, the consequence of a simple misunderstanding with team-mate Jean Alesi.

You just wondered what the Austrian was doing travelling at full racing speed *after* the chequered flag had been waved to signify the end of the session. Alesi had spotted it, and had dropped his speed accordingly, but Gerhard hadn't. Nor had he seen his Lap 0 board.

The incident earned him a 'serious reprimand' from the stewards of the meeting, but that is a weak solution. In Hungary he had blatantly shoved Martin Brundle out of the way, justifying the action by saying Ferrari doesn't pay him to stay behind other drivers and besides, what else do you do at the Hungaroring? A race earlier, Blundell alleged that Berger had forced him on to the grass at over 200 mph. Earlier in the year, an ill-executed overtaking attempt by the Austrian at Monaco almost cost Damon Hill second place.

In the past we have seen the risks inherent in Draconian disciplinary action, but equally slapped wrists aren't the answer either. Nor, given leading F1 drivers' inflated salaries, are nominal fines. Deprive them of \$10,000 and most simply aren't going to notice. And the abiding problem is that younger drivers take their cue from their F1 role models, so bad habits breed quickly.

The time has come to introduce a penalty system similar to those used in football (three points if you're booked, an automatic suspension if you're sent off) or, indeed, in everyday motoring, with sliding scale points penalties according to the severity of the infringement. Once an offending driver tallies 10 points, he's banned for three races *minimum*. There are plenty of good young

drivers waiting on the sidelines to fill any vacancies that arise as a result; some of them might actually get to keep their drives on merit, who knows?

While recent evidence (not purely from F1, it's just that the aforementioned incidents were more public) suggests that such a system should be adopted sooner, rather than later, it will require careful and judicious administration.

If certain drivers have been less than angelic of late, there have also been cases of myopic government by stewards. Witness the debacle with Prost and Brundle at Hockenheim. Then at Spa Formula 3000 driver Paolo delle Piane was fined \$1000 for overtaking under yellow flags during the race warm-up. Fair enough, he had committed a clear transgression of recognised motor racing regulations. *However*, the man he'd overtaken was his team-mate, who, being on his way slowly back to the pits, had *waved* him through. An offence had been committed, but there were mitigating circumstances. More importantly, this minor misdemeanour endangered no one. Team and driver accepted, however, that rules are rules.

Later that day, series front-runner Pedro Lamy drove one of his rivals off the circuit for the second time in as many races and, as happened to Berger in Monza, was hauled off to the stewards for nothing worse than a half-hearted lecture.

That they deemed it worth their while talking to him at all was proof enough that they judged him culpable; a shame that they didn't have the bottle to suspend him for a race.

That's the sort of deterrent which might get through to a driver in the formative stages of his career, particularly when he's in pursuit of a major championship title. But equally, it clearly demotivated the Portuguese driver at Monza, on his F1 debut, to be told in no uncertain terms that FISA was watching him like a hawk.

We're not suggesting that racing drivers should be put on the rack every time there's an accident. They happen and, in motor racing, they are sometimes unavoidable. But there's obviously some sort of line that needs to be drawn. Our concern is that there have been too many incidents of late which *have* been avoidable, and it's time that the authorities took appropriate action to prevent an epidemic. For a time last year Peter Warr was appointed as permanent FISA chief steward. That position didn't last, and his promises to inflict significant penalties on transgressors didn't materialise either, but we like the idea of having one recognised figure of authority. The underlying problem is selecting the right one. **SA**

2: Peugeot technical director Andre de Cortanze joins Sauber.

3: The RAC MSA says that it is only a matter of time before the British Open Rally Championship is limited to 2wd 'Formula Two' cars.

5: While there is an F3 meeting going on at Silverstone National, the South circuit hosts F1 testing. Paul Stewart has his first run in a contemporary F1 chassis, shaking down a brace of Footwork FA14s prior to Monza, and Pedro Lamy tests for Lotus. Lamy is slated to replace Alessandro Zanardi, while the latter recovers fully from the after-effects of his fearful accident at Spa.

5: Kelvin Burt wins the Silverstone F3 race, thereby clinching the title and the Williams test that goes with it. Second in class B is enough to give Jamie Spence that particular championship crown.

5: In Europe, Fabrizio de Simone (Mugello, Italy) and Christophe Tinseau (Albi, France) take national F3 wins; de Simone sneaks into the series lead in the former. Touring car honours in the same countries fall to Roberto Ravaglia's BMW at Enna and Alain Cudini's Opel Vectra at Albi. In Germany, GT series leader Johnny Cecotto takes another win in his BMW M3 GTR at Ahlhorn.

5: Mark Martin's winning form in NASCAR continues, at Darlington.

5: 38 year-old F1 aspirant Toshio Suzuki, who hopes to drive for Larrousse in the Japanese GP, wins the national F3000 championship race at Fuji.

5: Sunday newspapers report that Yves Fremon, a member of France's Green Party and the European Parliament, is pushing for a ban on business promotion through commercial sponsorship . . .

6: Jordan announces that Marco Apicella will replace Thierry Boutsen in the Italian GP. Apicella's deal is, initially, for just the one race.

6: Irish rally legend Billy Coleman is lured out of retirement to drive the course car on the Wexford Rally, later in the month.

6: National ASNs meet with FISA in Paris to discuss future Formula 3000 regulations.

9: Honda confirms that it will enter IndyCar racing in 1994, supplying engines to Rahal/Hogan and two other teams.

10: Lotus finally confirms, officially, that it has secured a two-year F1 engine supply deal with Mugen-Honda.

10: Benetton lands a two-year sponsorship deal with Japan's Mild Seven cigarettes. The deal is said to be worth \$21M.

11: Lola announces that it is terminating its links with Scuderia Italia, and that it will

pursue its own F1 avenues in 1994. Scuderia Italia, which is expected to miss the final two Grands Prix of the season, is on the verge of entering an equal partnership with the Minardi team for next season.

11: Acrimony is brewing up again at the BRDC, as Board members reject a possible 'peace deal' with Tom Walkinshaw, in the wake of last year's Silverstone Motor Group controversy.

12: Despite a first-corner brush with Ayrton Senna (whose name has been linked, once again, with a possible Williams seat in 1994), which leaves him in ninth place, Damon Hill recovers to win the Italian Grand Prix, his third straight F1 success. Hill takes the lead when team-mate Alain Prost's engine blows up five laps from the end. Victory would have secured a fourth world title for the Frenchman.

12: Like Prost, Nigel Mansell's hopes of clinching a championship are also extinguished. Needing to win the IndyCar race at Mid-Ohio, the Englishman tangles with Paul Tracy at the first corner and loses two laps as a result. He finishes 12th; race winner Emerson Fittipaldi retains a real chance of overhauling the series debutant, who is

attempting to become the first driver to win F1 and IndyCar titles back-to-back.

12: Mansell is also in the news at Donington Park, where it is announced that he will drive a Ford Mondeo in the end-of-season TOCA Shoot-Out at the East Midlands circuit.

12: BTCC honours at Donington fall to Paul Radisich (Ford Mondeo) and Alain Menu (Renault 19), both of whom profit from the effectiveness of Michelin's wet-weather tyres in soaking conditions. Steve Soper finishes fifth in the second race, and thus retains an outside chance of pipping team-mate Joachim Winkelhock to the title.

12: German championships are decided at Avus. Roland Asch wins both GTCC heats for Mercedes, but Alfa's Nicola Larini is confirmed as champion. Jos Verstappen wins both F3 races and, with it, the title.

12: Tom Kristensen wins the Japanese F3 race at Sugo. The Dane is thus assured of the championship crown.

12: Bryan Herta beats Steve Robertson at Mid-Ohio, and in so doing clinches the Indy Lights crown.

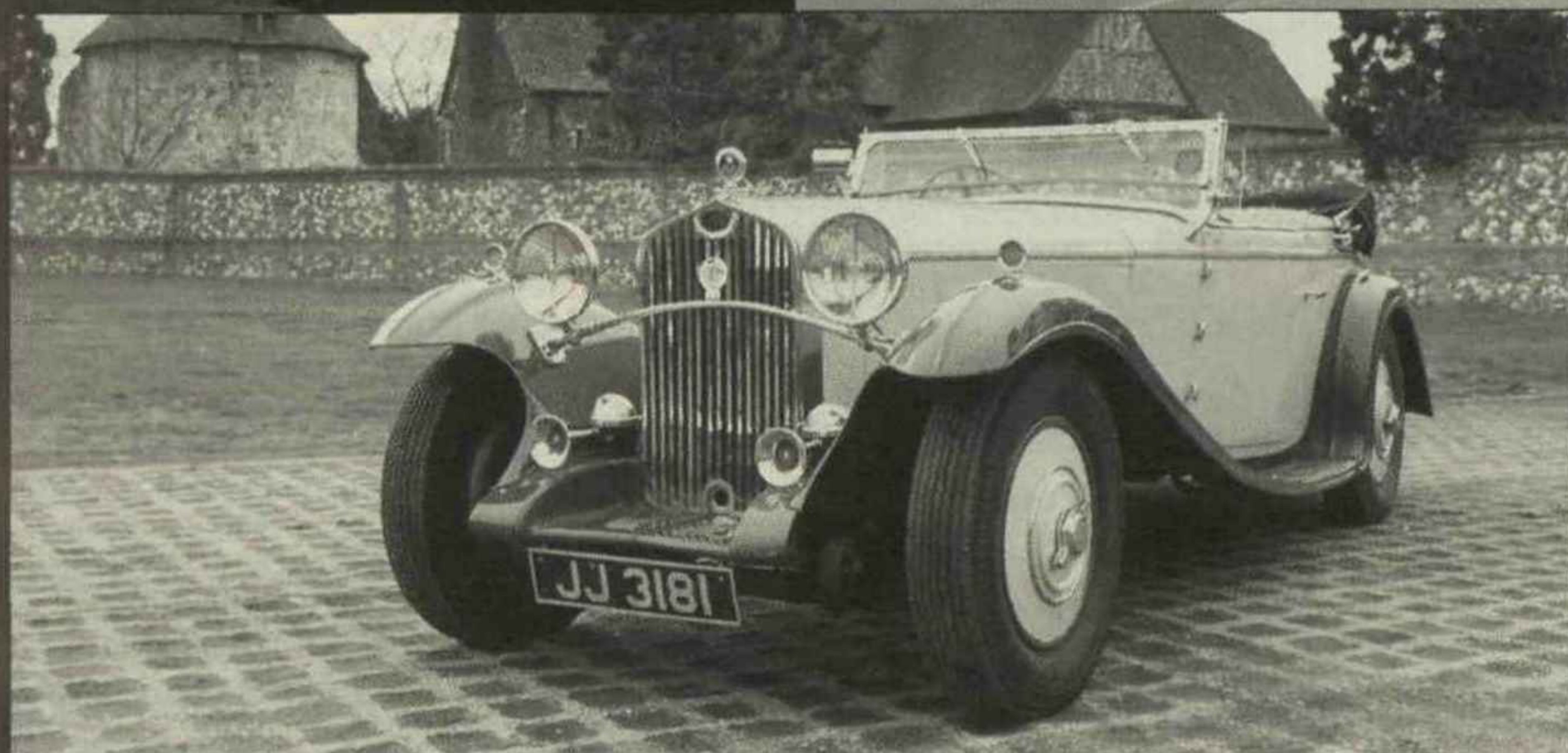
OCTOBER FIXTURES

Date	Venue	Event	Type
Oct 2	Oulton Park	F/First, Modsaloons, Caterhams	R
Oct 2	Donington Park	Triumphs	R
Oct 2	Kirkistown	FF1600, GpN	R
Oct 2/3	Silverstone	F3, FF1600, Clubmans, Minis	N
Oct 2/3	Palermo, Sicily	Targa Florio historic	INT
Oct 2/3	Cork, Eire	Cork 20 Rally	N
Oct 3	Magny-Cours, France	European F3000	INT
Oct 3	Bathurst, Australia	1000 km	INT
Oct 3	North Wilkesboro, USA	NASCAR	INT
Oct 3	Laguna Seca, USA	IndyCar	INT
Oct 3	Brands Hatch	FF1600, BMWs, Replicars	R
Oct 3	Cadwell Park	R5s, FF1600, MGs	R
Oct 3	Snetterton	FF2000, R5 Turbos, TRs	R
Oct 3	Weston-super-Mare	VSCC speed trials	R
Oct 3	Various	MCC Exeter Trial	R
Oct 9	Oulton Park	MGs, CSCC, HTCC	R
Oct 9	Silverstone	F4, F1300, kit cars	R
Oct 9	Castle Combe	Monoposto, Porsches, MGs	R
Oct 9/10	Donington Park	F2, F/First, TF3, TVRs	N
Oct 10	Nogaro, France	European F3000	INT
Oct 10	Charlotte, USA	NASCAR	INT
Oct 10	Thruxton	F3, FF2000, Clubmans, Westfields	N
Oct 10	Snetterton	FF1600, Multisports, Porsches	R
Oct 10	Mallory Park	FF1600, MGs, ModProd saloons	R
Oct 10/14	San Remo, Italy	San Remo Rally	INT
Oct 16	Oulton Park	R5s, FF1600, Porsches, Fiats	R
Oct 16	Silverstone	F/Vee, MGs, HTCC	R
Oct 16	Cadwell Park	F/Vee, Multisports, 750F	R
Oct 16	Alnwick	Cheviot Rally	R
Oct 16/17	Pembrey	R5 Turbos, 2CVs	R
Oct 17	Fuji, Japan	F3000	INT
Oct 17	Snetterton	Classic F3, Lotus 7s, historics	R
Oct 17	Mondello Park	FOL, GpN, F/Ford	R
Oct 22/24	Brands Hatch	Formula Ford Festival	INT
Oct 22/24	Telford	Midland Rally	N
Oct 24	Suzuka, Japan	Japanese Grand Prix	INT
Oct 24	Rockingham, USA	NASCAR	INT
Oct 24	Mallory Park	Caterhams, Alfas, MGs	R
Oct 30	Silverstone	F1300, 750F, Austin 7s	R
Oct 30	Snetterton	F/Vee, F4, hot hatches, MGs	R
Oct 30	Phoenix, USA	IMSA GTP	INT
Oct 31	Phoenix, USA	NASCAR	INT
Oct 31	Snetterton	Birkett Six-Hour Relay	R

BROOKS

THE LONDON MOTOR SHOW EARLS COURT OCTOBER 1993

A sale of important motor
cars and automobilia



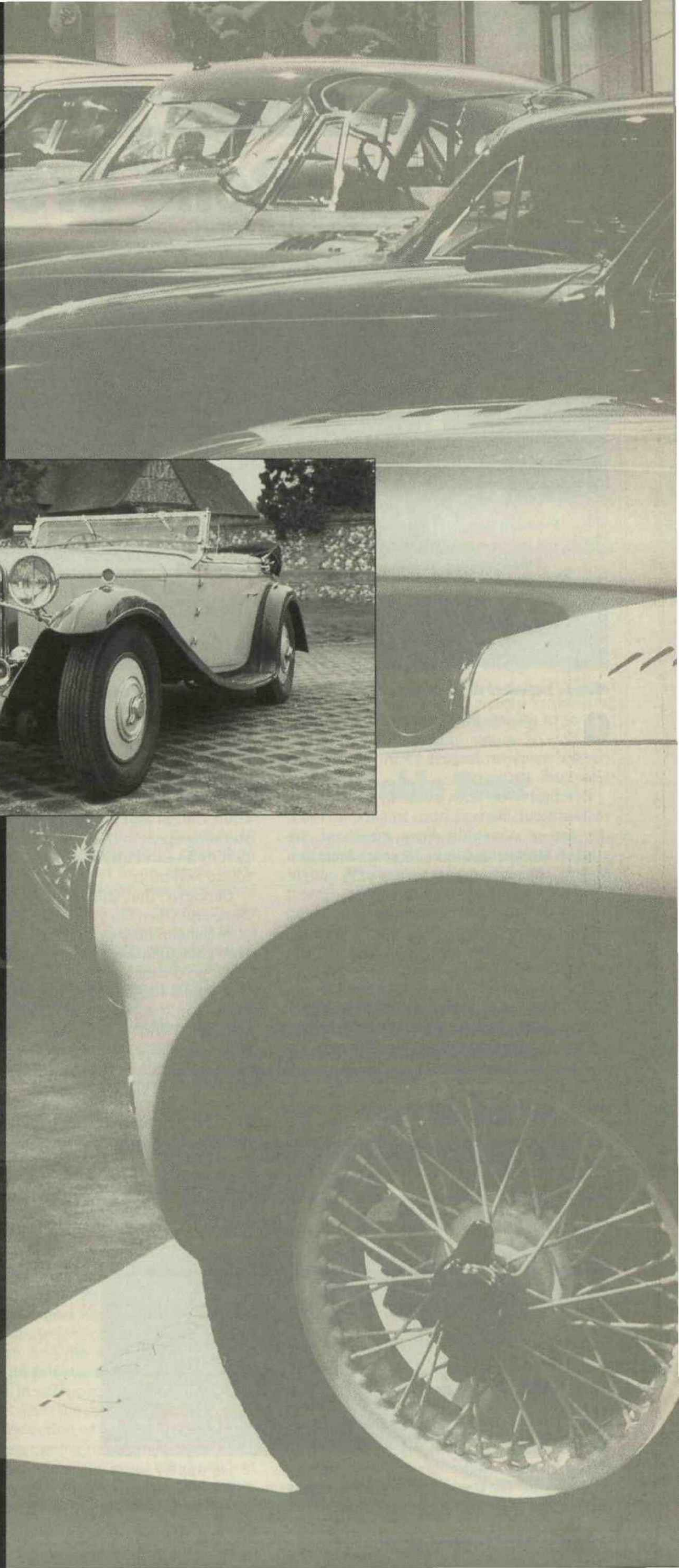
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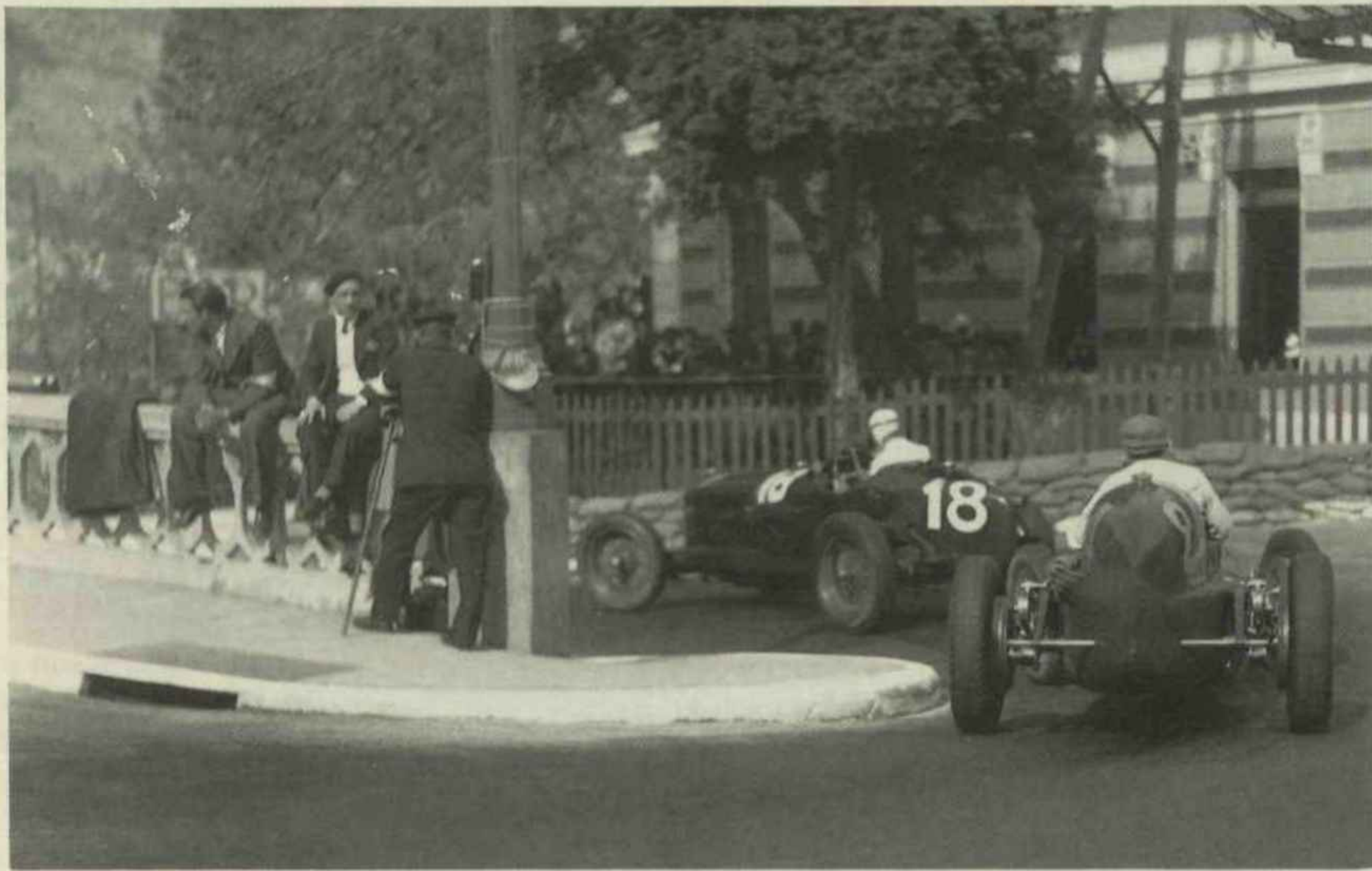
Entries Remain Open

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OBITUARIES

René Dreyfus



Philippe Étancelin's Maserati chases René Dreyfus' Alfa Romeo at Monaco in 1935.

One of the last great names of the Golden Era of motor racing, René Dreyfus, passed away on August 17 in his adopted New York. He was 88.

Celebrated as both a racing driver and a restaurateur, he was born in Nice in 1905, the son of a wealthy linen merchant. He started his racing career 19 years later in a Mathis. His performances eventually caught the eye of local Bugatti agent Ernest Friderich, from whom his mother purchased him a Brescia Bugatti when they visited the Nice Auto Show. He campaigned that mainly in hillclimbs, before receiving an invitation to race a works Bugatti in the 1928 Targa Florio, where he finished eighth. It would be years before Ettore Bugatti again asked him to drive one of his cars.

In Friderich's Type 37A he was fifth at Monaco in 1929, and he won at Dieppe and the GP de la Marne at Reims. Then, a year later, he used the former's semi-works 35B to beat '29 victor William Grover-Williams, Louis Chiron and Pierre Bouriat's 35Cs in a stunning upset in the Principality, helped in part by an extra fuel tank which allowed him to run non-stop.

Curiously, that still didn't lead to a works deal, and when Dreyfus went to see Bugatti at Molsheim he was snubbed. Alfiero Maserati coincidentally approached Friderich to see if he'd care to run his cars, and as part of the deal Dreyfus took the Maserati franchise for the whole of France with his Garage du Trident. 1931 was a lean season when he had only a second in a Maserati

1-2-3 at the Prix Royal of Rome at Littorio to his credit, and so was 1932, when the sole high point was setting a record lap of 130.87mph in the Sedici Cilindri Maserati at Avus. After his release by the Italian company midway through the year he reverted to privateer status with a Bugatti, surviving a big shunt at Comminges, where he first met his great friend Jean-Pierre Wimille. In 1933 he finally turned the corner when Bugatti signed him as a works driver, alongside the great Tazio Nuvolari and his friend Louis Chiron. In such illustrious company he invariably acquitted himself nobly and was often as quick as his team-mates. He was third at Monaco and fourth at Pau in that amazing race marred by heavy snow. He stayed the following year, too, partnering Robert Benoist, Tonino Brivio and Wimille, and after a third again at Monaco, behind Guy Moll and Chiron, he set the first ever 100 km/h record at the adjacent La Turbie hillclimb with the four-wheel drive Type 53.

For 1935 he switched to Enzo Ferrari's emergent Scuderia Ferrari, taking victories in the GP de la Marne at Reims, again, and at Dieppe, sharing second with Nuvolari to Hans Stuck's Auto Union at Monza and finishing third at Nice.

Almost inevitably, however, his career declined when he switched to driving Anthony Lago's Lago Talbots in 1936. He scored several reasonable placings, but the big cars were never fully competitive with their lighter opposition. He moved to Delahaye the following year, driving for Lucy and Laury Schell, whose son Harry would bring a swashbuckling air to Formula One in the 1950s. Dreyfus took a 3.6-litre model to third at Le Mans with Henri Stoffel, but his greatest success was winning the famous million franc challenge at Montlhéry. The

Sir David Brown



From left, Carroll Shelby, Stirling Moss, Sir David Brown and Jack Fairman celebrate Aston Martin's victory in the 1959 RAC Tourist Trophy at Goodwood.

The former chairman of Aston Martin Lagonda, Sir David Brown, passed away at his adopted Monaco home on September

3. He was 89 years old.

Brown had wide experience of the engineering and manufacturing industries,

being involved in aviation work, nautical programmes and tractor production. In the world of motoring, however, he was best known for his acquisition of Aston Martin, in 1947, to which he added Lagonda the following year.

He remained at the helm of Aston Martin Lagonda until it ran into financial trouble in the early 1970s.

During his chairmanship, one of his most notable achievements was overseeing the DBRI's victory at Le Mans in 1959, in the hands of Roy Salvadori and Carroll Shelby.

Brown had himself been a keen racer 30 years earlier, but despite occasional successes he was to put his love for the sport second to his commitment to the then flourishing family business.

He is survived by his widow, Paula, a son and a daughter, to whom we extend our sympathies.

following season the highlight was beating Rudolf Caracciola's Mercedes into second place at Pau, again with the Delahaye. 1937 also brought him successes with a 1.5-litre Maserati 6CM voiturette.

He retired just before the war, to start a restaurant in Paris with his brother Maurice, who had always been his faithful mechanic. By a curious twist of fate, however, his driving days were not over. Having been conscripted to the French Army he was sent to represent the nation in the 1940 Indianapolis 500, where he finished 10th in an 8C Maserati with René le Begue as Wilbur Shaw scored his second success in the event. Early in the war he established the Red Coach Tavern in Closter, New Jersey, before returning to occupied Europe with the US Army. Reunited with Maurice he then settled permanently in New York in 1946, when again they went into the restaurant business with *Le Gourmet*. He finally retired from racing for good in 1952, when he bought his last enterprise, *Le Chanteclair*, at 18 East 49th Street. The brothers (and sister Suzanne) ran that for 27 years before he retired in 1979, having established it as one of the city's prime eating spots.

Dreyfus's first marriage to Chou-Chou ended in divorce during the troubled war years when his religion did not make him popular in some countries, and his second wife Peggy succumbed to Hodgkinson's Disease in 1950.

René Dreyfus was an urbane, articulate man who drove Grand Prix cars with an easy style, and whose elegant charm quickly won him lasting friendships. He was self-effacing, a listener rather than a talker, dressed smartly and was always unfailingly polite. A true sporting cavalier.

The title of his biography *My Two Lives* summarised the manner in which he rose to the forefront of the sport at a time when it was totally devoid of commercialism, before switching with commensurate aplomb to an altogether less dramatic, but equally rewarding, career. He remained lively into his 70s and, at the age of 71, partnered Innes Ireland when they demonstrated a Type 35B Bugatti at Long Beach during the US GP West meeting in 1976. **D J T**

Roger McCluskey

We regret to report the death recently of Roger McCluskey, one of America's most versatile drivers from the 1960s until his retirement in the late 1970s. McCluskey, who was 63, had been fighting against cancer for several years.

Adept at the wheel of stock cars, sports cars, sprint cars and single seaters, McCluskey's finest moment came in 1973, when he won the USAC (nowadays IndyCar) title. He remained competitive right through to the end of his career, and actually won his final race, driving a Lola-Cosworth at Milwaukee on August 12 1979, although competition in USAC had that season been dissipated by the CART breakaway.

Our sympathies go to his family and friends.

12: Mikke van Hool wins the British F2 race at Brands Hatch. Seven cars start, four finish. Behind the scenes, there are moves afoot to mount a salvation operation, and to put the series on a sound commercial footing for 1994.

12: Rusty Wallace ends Mark Martin's NASCAR winning streak at Richmond.

12: Patrick Snijers wins the Tour of Flanders.

12: Victory in Norway moves Kenneth Hansen closer to the European Rallycross Championship title.

12: John Gray sets FTD during the Brighton

Speed Trials, but the event is marred by the death of competitor Simon Law.

13: Top Italian rally driver Andrea Aghini is known to be talking to Subaru about 1994.

13: Departed Tyrrell designer Mike Coughlan joins Ferrari.

13: Rover announces plans to homologate the Mini Cooper. This will allow the car to be used on the 1994 Monte-Carlo Rally, on the 30th anniversary of its first appearance on the event.

14: Jordan announces that Emanuele Naspetti will partner Rubens Barrichello at the Portuguese Grand Prix.

Free admission to Silverstone, if . . .

To celebrate the 45th anniversary of the first RAC British Grand Prix at the circuit, Silverstone has organised several special promotions for the BRDC Finals meeting on October 2/3, highlights of which include the penultimate round of the British Formula Three Championship and the concluding rounds of the National Sports GT, Group N, Rover GTI, Mini Miglia, Mini Seven and Club Metro championships. Also scheduled are Pre '85 Formula Ford 1600 and Supersports

Vauxhall (Clubmans) events.

Practice is on Saturday, as is the Formula Ford race. Racing starts at noon on Sunday, following a pits walkabout from 10.30.

For MOTOR SPORT readers, the admission charge (£4 Saturday, £10 Sunday) will be waived if you arrive with a copy of the November 1948 edition of the magazine, the cover of which depicts Luigi Villorosi piloting his Maserati to victory in the RAC British GP on October 2 that year . . .

The GP Mechanics Charitable Trust

Jackie Stewart is in full flow, warming to his theme. The thrice world champion has always been known as an astute businessman in his own right, but he's quite happy to allow others the benefit of his considerable acumen. Perched in the back of the Paul Stewart Racing motorhome at Spa, his mind is on The Grand Prix Mechanics Charitable Trust, a scheme he piloted in February 1987.

"The way I see it," says Jackie, "there's a lot of people making a good living out of this business, when you look at the drivers and engineers. If a serious pit lane accident was to occur, however, mechanics might not be able to cope with the resultant financial hardship. That's what this fund is for. If we needed to hire a 'plane, for instance, or perhaps to pay for the victim's family to travel out to see them.

"Look at Riccardo Patrese's accident in Estoril last year. He wasn't that far off going over the pit wall. If something terrible like that was to happen, the consequences might absorb the entire fund," - which, thanks to shrewd investment of money raised at a series of occasional events dating back to 1986 and generous contributions from private donors, now stands at over £1M. "In such circumstances, no problem. That's what the money's there for. With the re-introduction of refuelling, the mechanics' lot isn't going to get any safer."

The next fund-raising event takes place at Silverstone on October 6, when 300 members of the public will be able to purchase

tickets entitling them to rides around the circuit with some of the world's leading racing drivers in a wide variety of road cars.

"The circuit, the car manufacturers and all the drivers are handing over their facilities, their products and their time for free," says the appreciative Stewart, who will be handling some of the chauffeuring duties himself, alongside the likes of Damon Hill, JJ Lehto, Martin Brundle, Mark Blundell, Derek Warwick, Christian Fittipaldi, Michael Schumacher, Julian Bailey, Johnny Herbert, Gil de Ferran, Andrea de Cesaris, John Cleland, Kelvin Burt, John Watson, David Brabham and David Coulthard.

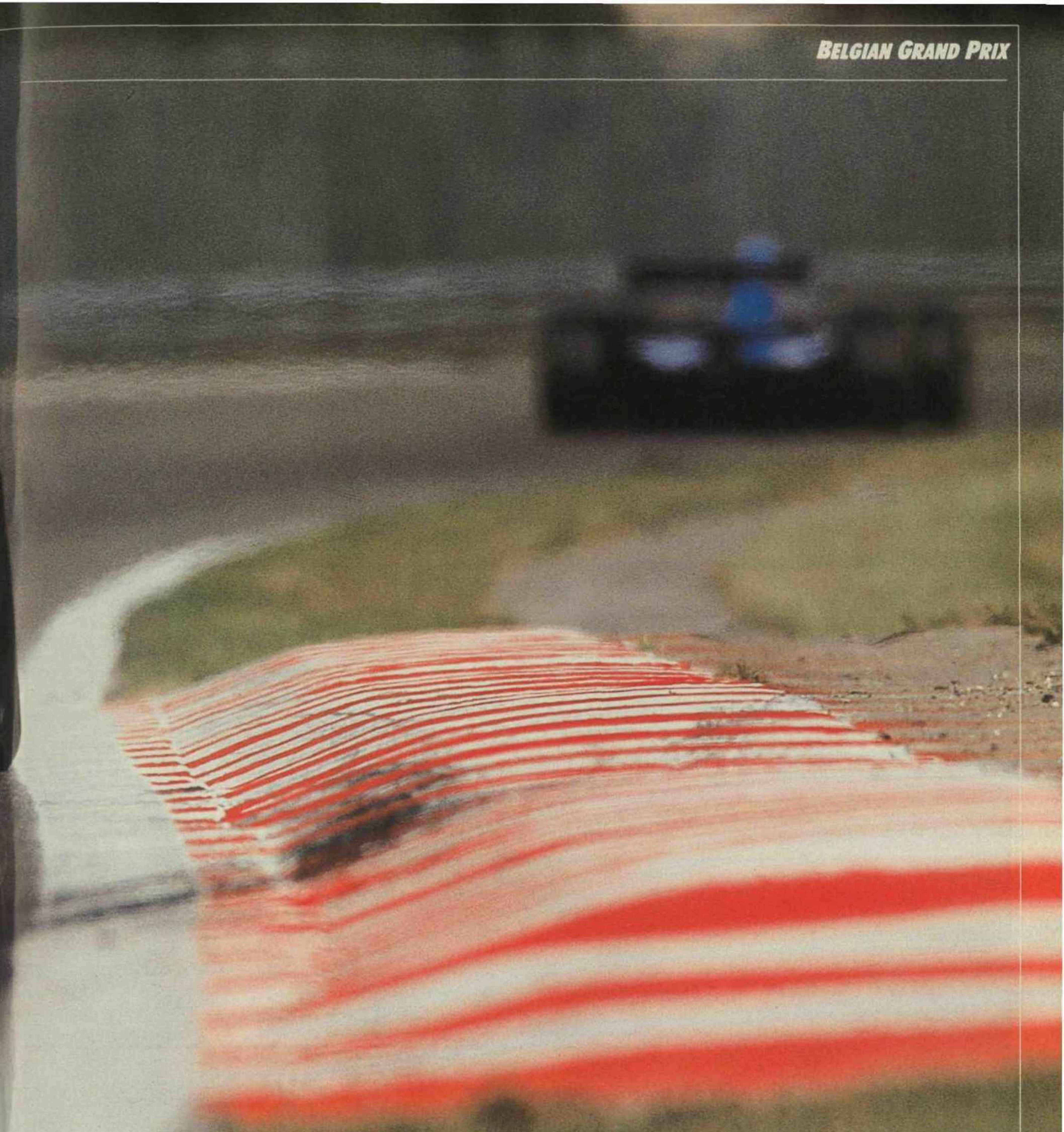
In addition, Ayrton Senna has put up a trophy to be presented to the winner of a Formula Finesse competition, in which Stewart assesses entrants' smoothness at the wheel.

Silverstone is the year's feature event for the Trust, and Stewart intends to introduce such fund-raising ventures on an annual basis, rather than bi-ennial, as has previously been the case.

Tickets are priced at £120 each, and will be allocated strictly on a first-come, first-served basis. "We hope," says Stewart, "to raise at least £60,000 on the day." Applicants should contact Angela Buckland, c/o The Grand Prix Mechanics Charitable Trust, Lower Mill, Kingston Road, Ewell, Surrey KT17 2AE; telephone 081 786 7365; fax 081 393 2192.

Participants must be over 16 years old.





Damon Hill makes it two in a row at Spa. This time, his major rivals stayed around to keep him on his toes

Double top



Above, as Prost gets the jump on Hill for the first time in many a start, Senna prepares to catapult his way through to brief tenure of second place. Below, Schumacher passes Alesi as he recovers from his awful start. The Frenchman's Ferrari was too spooky even for him, and he quit early on.



The warning had been there right from the morning warm-up at Spa-Francorchamps, when Michael Schumacher lapped within three tenths of a second of Damon Hill, and a second quicker than Alain Prost.

"My car felt fine, but we just don't know how much fuel he might have been using..." said Hill. "All we do know," he added reflectively, "is that he was too close for comfort."

As usual the two Williams-Renaults had wrapped up the front row of the grid, but again Schumacher had been the closest as a demon lap from Jean Alesi had deposed Ayrton Senna. Unusually, Prost led from the line, making his second best start of the year (Monaco was superior) to lead into La Source. Hill didn't exactly stumble, but Senna and Alesi both squeezed by at the hairpin. Hill duly disposed of the Ferrari on the run to Eau Rouge, but it took him another lap and a bit before he breezed by the Brazilian on the climb to Les Combes. By then, Prost was away up the road, already looking set for his 52nd Grande Epreuve success. Fate, however, had other plans. What had been a relatively tame race for the first half suddenly developed into a real humdinger as it neared the 22 lap mark. There were several reasons for this late maturity.

The first was Schumacher's appalling start. Just as in Canada, when Benetton tried traction control for only the second time, it was caused by a technical glitch.

There was a new starting system on both B193Bs, which was being used for the first time in a race after extensive testing, and both would suffer identical problems. Effectively, it's similar to the Williams system and allows the driver to sit with whatever throttle setting he requires, but controls the revs as and when he flicks out the clutch. Thereafter it's supposed to launch the car, but something went badly wrong on both Schumacher's and Patrese's B193Bs and they staggered away. "It was like trying to start a road car in top gear," said Michael.

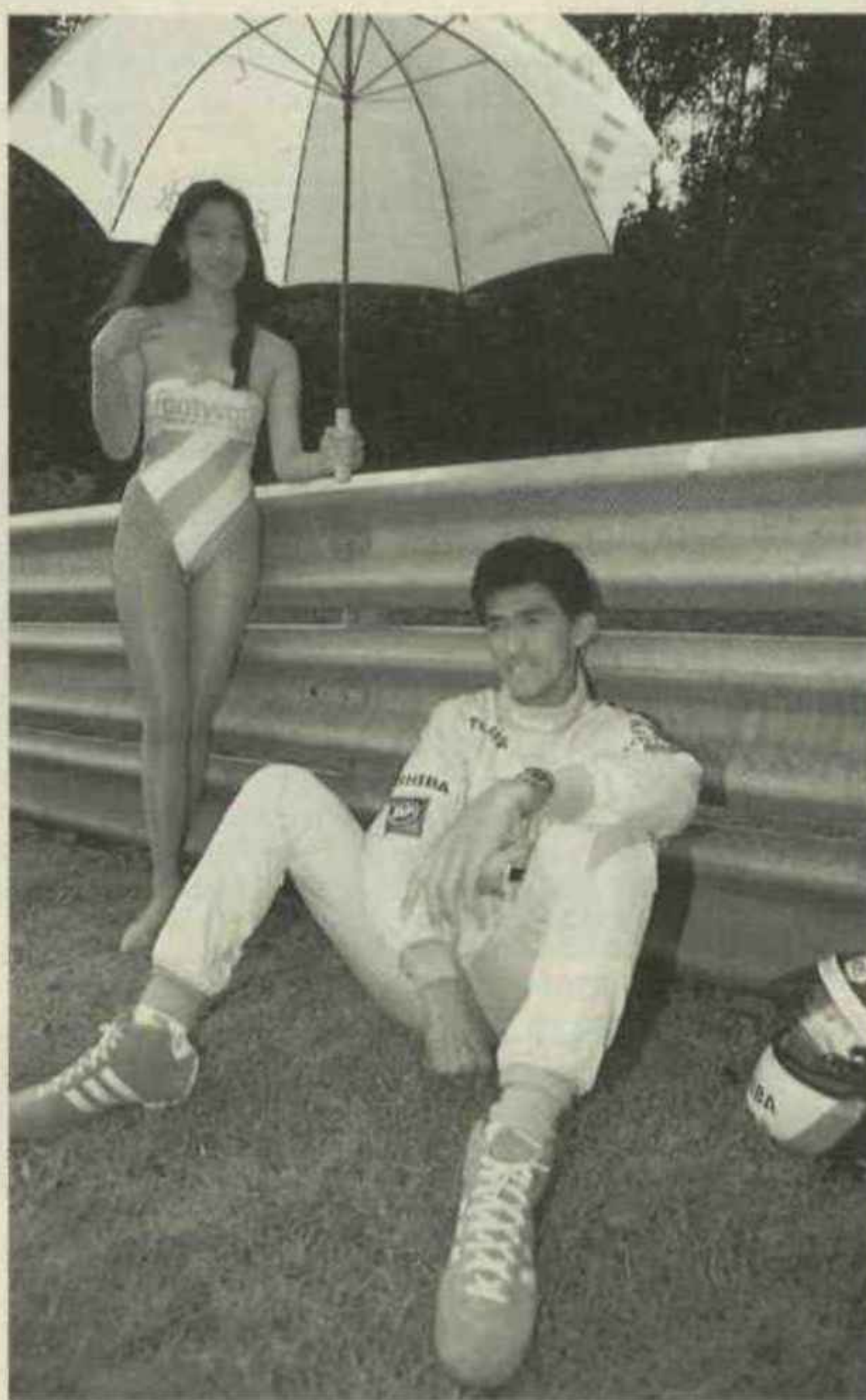
Engineering Director, Tom Walkinshaw: "We tested it lots of times, but that weekend was the first time we'd actually tried it with the Ford Series VIII engine. We don't yet know what went wrong; we are still processing the data. It was okay during practice, when Michael and Riccardo tried six starts without problem.

"Most of the testing was on the Series VII engine and we must have done several dozen starts with that. Maybe it was because the start is on a slight incline and the drivers' feet were still just holding the cars on the brakes to stop them going backwards..."

On this occasion backwards is precisely where they went. At the end of the first lap Schumacher was only ninth, Patrese 17th. The German, however, was soon flying.

In qualifying he had set the fastest time on the section between the start and Les Combes, and was again very quick on T3,

from Stavelot to the finish. Where he was losing out was in T2, which connected the two. The section through Rivage, Pouhon and Les Fagnes to Stavelot demands a very high level of grip for good lap times, and he confessed that the Benetton lacked this in qualifying trim. While the figures suggest that the B193B has very good aerodynamics in a straightline, the Williams FW15Cs could run more wing with their extra Renault urge – recently reckoned at 60 to 70bhp over the Ford – so while their T1 and T3 times were just similar to the lead Benetton's, their all-important T2 times gave them an appreciable advantage. In qualifying trim. In the race it was a different matter. Schumacher was right on the pace. Interestingly, some suggested too that Elf's newly homologated I08 blend of fuel, which FISA had been unhappy about after Barcelona but which is now deemed fully kosher,



had better suited the HB V8's combustion chambers than the RS5 V10s.

Once he had outfoxed Senna during the first tyre stops, Schumacher began to haul in the Didcot cars. At the same time, Hill was closing rapidly on Prost, the latter having a particularly difficult time with a slowing Ukyo Katayama at the Bus Stop chicane on one lap as the Japanese driver headed for the pits. From 6.19s by lap 14, just after their first tyre stops, the Frenchman's margin had shrunk to a tantalising 0.184s by lap 24. As they approached Les Combes on lap 25 Damon drew alongside just after they had lapped a duelling Andretti and Warwick, and for a moment he seemed poised to challenge for the lead. At the last second, however, Williams number 0 dropped back in line behind Williams number 2. This was not team orders, however, for Schumacher's continuing pace allowed for no such luxury.

"I overstressed my tyres catching and passing Senna," admitted Hill, "and when I

tried to pass Alain it completely cooked them. I got right up alongside him going up to the corner, but I was on the right-hand side of the road – right on the dirty side – and it was the classic recipe for a major cock-up. The only thing to do was concede the corner!"

As he did so, and Prost enjoyed a clear run again, the World Championship leader sped away again. Hill, his Goodyears finished, could only slither about in his wake and plan another quick stop. This came on lap 29, but Prost's scheduled call was delayed a crucial two laps. His radio connection was malfunctioning and as he missed his pit board, he stayed out until lap 30. Then, two factors worked in Hill's favour. It needed a second attempt to mount Prost's left front wheel, and there was a minuscule delay as one of the Saubers sped into its own pit down the far

"The cryptic comment in my notebook simply said: 'Is Hill up to it?' at this stage, for now, surely, had come his moment of truth as a Grand Prix driver?"

Aguri Suzuki was on fine form . . . until transmission failure sidelined him.

end of the lane, forcing Williams to hold Prost in his berth a fraction longer. As he rejoined, Hill was coming out of La Source and his superior momentum and warmer rubber took him into the lead.

Worse still for Williams, Schumacher had the bit between his teeth and, following his own second stop on lap 27, was menacing.

Now the roles were reversed. Prost's chassis had felt very good in the first two thirds of the race, but now the edge of its balance had gone away slightly. Hill, meanwhile, having been unhappy with his FW15C's initial behaviour, now found his chassis perfect.

Schumacher lost no time pulling on to Prost's tail, and as they went up to Les Combes on lap 32 he dived for the inside and snapped ahead, pluming smoke momentarily from his front Goodyears to indicate just how close to the margin he was.

The cryptic comment in my notebook simply said: 'Is Hill up to it?' at this stage,

for now, surely, had come his moment of truth as a Grand Prix driver? Prost was no longer a threat, although he would finally set fastest lap to indicate that there cannot have been too much wrong with a car in which, at times, he had to take Eau Rouge in fifth instead of sixth. The real challenge was now coming from a wholly hostile source, a German anxious to repeat his maiden success from the 1992 race.

The answer for Hill was affirmative. "I felt good about my race," he said with modesty afterwards, and well he might, for under the most intense pressure he did not put a wheel wrong. When Schumacher began piling in fastest laps, Damon responded in similar style as the leading trio far outstripped their opposition. Their respective fastest laps – 1m 51.095s for Prost, 1m 51.212s

"Alesi's qualifying performance was sensational, one of those laps when you know it was much more a product of the driver's will than of the car's inherent qualities"

for Hill and 1m 51.242s for Schumacher – gave them an unrepresentative edge over the next best batch because all three had stopped a second time for crucially advantageous fresh rubber, whereas fourth fastest Senna (best lap 1m 54.059s) only stopped again with three laps to go when he investigated a worrying vibration that kept his final laps beyond two minutes. Nevertheless, this was pukka motor racing, real edge-of-your-seat stuff.

Notably, Hill's passing moves on Patrese, Alliot and a helpful Herbert were clean and decisive, no-messing manoeuvres that brooked no argument. He would not, he admitted, have felt so confident about them without his success in Hungary, but that's what winning does for you.

Such confidence held until the flag, which he duly took 3.668s clear of Schumacher after both had driven splendidly. A further 14s back, Prost had faded somewhat after his burst of speed on lap 41. Perhaps he was thinking of championship points, perhaps not. But for Hill it was a back-up triumph that answered many of the questions that remained after his Hungarian cakewalk; for Schumacher further indication not only of his fighting spirit, but also of the serious progress Benetton-Ford has made in 1993.

Schumacher's slothful getaway caused plenty of others serious problems. Herbert came within a whisker of running into the back of the Benetton as he concentrated on what Lehto, just ahead of him, was doing. And as Johnny took avoiding action, Brun-

dle had to swerve to avoid *him*. "Suddenly I was face-to-face with a Benetton. Whatever happened, I thought it would be better to be hit in the side or hit someone in the side than run into the back of a very slow-moving car," said the Lotus pilot.

Blundell was also delayed, and so was Wendlinger, who hit the rear of another car and whose windscreen was struck by debris. The airflow over the cockpit thus disturbed, it wouldn't be long before he had to stop at the pits for repairs. After that low oil pressure blighted his race until his Ilmor engine expired at Stavelot.

In a weekend in which he was already wound tight from transitory inter-team tension, Herbert further had to shoulder sole responsibility for Lotus after team-mate Alessandro Zanardi crashed heavily at Eau

Rouge not long after free practice had got underway on Friday morning.

The Italian lost control over a bump and spun wildly into the unforgiving barriers. He was hospitalised overnight with whiplash injury and heavy bruising, but his survival was testimony to the strength of the monocoque. The Lotus lost all four wheels, but the tub emerged with nothing more serious than a crack in one flank, after the most serious shunt in F1 since Martin Donnelly's at Jerez in 1990 in a Lotus 102.

Herbert upheld team honour superbly, with his best race performance of the season. He passed Warwick's ill-balanced Footwork coming out of Eau Rouge on lap four, then his chase of Lehto brought sixth place on lap seven when the Sauber driver ran wide coming out of Rivage and he managed to get the Lotus down the inside. "He's a hard man to pass," he observed of the Finn. "He brakes so late that you can't get inside him, but he's clean. Very fair."

He had caught Suzuki's Footwork too by the time Aguri pitted for fresh tyres on lap 14, and when the Japanese driver retired a lap later Johnny moved neatly into the fifth place he would hold to the end.

In the closing stages it was intriguingly obvious from Hill's onboard camera just where his advantage lay in relation to Herbert's Lotus as he lapped the Castrol car – and obvious too where the Lotus was doing so well.

"It was very, very good through Eau Rouge," enthused Herbert. "But what inter-

ested me is that if I went through there like I did, I still couldn't catch people on the run up to Les Combes. Damon could. Okay, I know Damon lifted there on that last lap, but I had this problem all through the race.

"I found the same thing with Schumacher when he came by right at the end. He was closing through Stavelot but I expected it would be the braking area for the Bus Stop before he was on me. As it was he blew by long, long before that. It must be pure power. When I was following the Williams it just went *off* the corner, launched itself out of it. It's not as if we were running much downforce, because we'd taken it off steadily as the weekend progressed. And our maximum speed was as good as the Benettons', so it's all on acceleration, really."

When Hill lapped the Lotus he pounced on to its tail coming out of La Source on sheer acceleration, but as Damon eased through Eau Rouge and treated television viewers to a great perspective of the Lotus as it sped through, it was not until the end of the long climb through Raidillon to Les Combes that the leader was close enough to assert himself, whereupon the gentlemanly Herbert waved him through.

It was an interesting little insight, and one which insiders believe bodes very well for the Hethel team when it gets pukka Mugen-Honda power in 1994.

If there were three outstanding drivers in Spa – Hill, Schumacher, Herbert – there were at least that number who were disappointed – Alesi, Suzuki and Warwick.

Alesi's qualifying performance was sensational, one of those laps when you know it was much more a product of the driver's will than of the car's inherent qualities. Ferrari, as ever, was in all sorts of handling difficulties throughout qualifying, and in desperation the team literally threw a set-up at the F93A and was amazed when it worked as well as it did. Sadly, a problem during the morning warm-up on Sunday sowed the seed of the Frenchman's downfall. The kerb-hopping that both drivers had to indulge in upset the rear suspension's pushrods, which required urgent beefing up for the race, and this in turn threw out the set-up. Within a lap Jean found his car bottoming and pitching about, and after four he pulled in to retire. "In this state the car is undriveable," he said flatly, and if it was bad enough to oblige him to give up, you knew that it was Bad with a capital B.

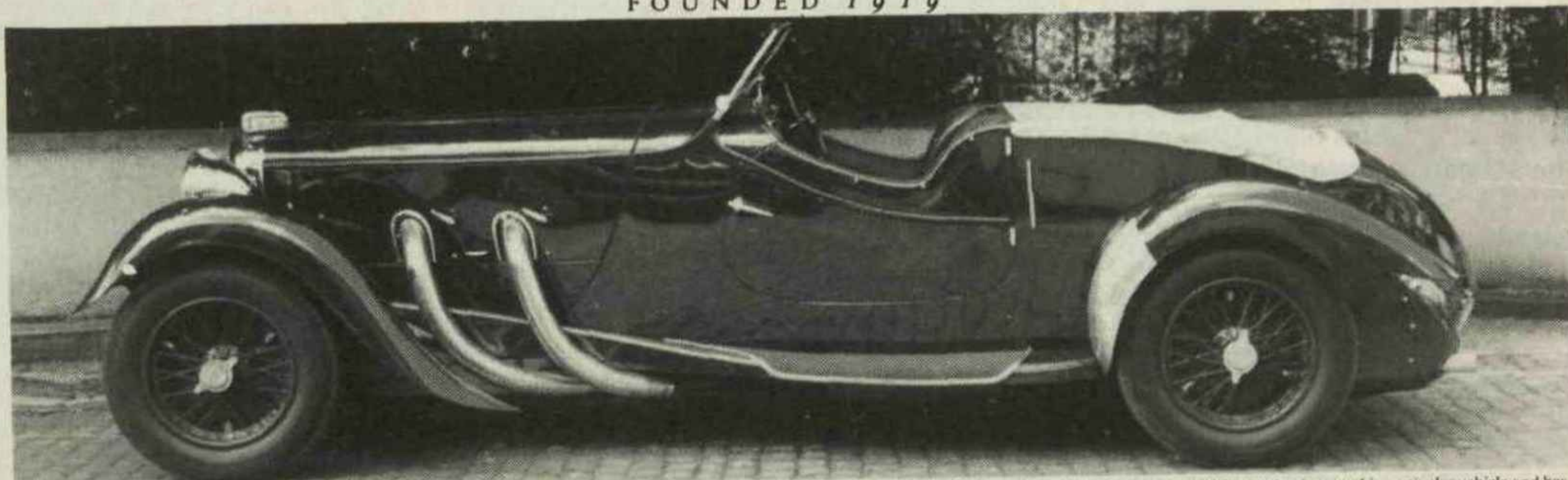
After its qualifying promise, Footwork Mugen-Honda likewise had an unhappy race. Suzuki looked very strong throughout practice on his way to sixth on the grid – his and the team's best-ever position – while Derek Warwick sprang up to seventh once he adopted his team-mate's set-up. Suzuki was hanging on to fifth place in the race, until the Milton Keynes team's threat evaporated with transmission failure and he rolled to a stop on the exit to the Bus Stop chicane on lap 15. Warwick, meanwhile, felt his handling losing its edge right from the start, as the morning warm-up had suggested it might, and he dropped back steadily before stopping with an hydraulic leak which put his TAG active suspension out of sorts.

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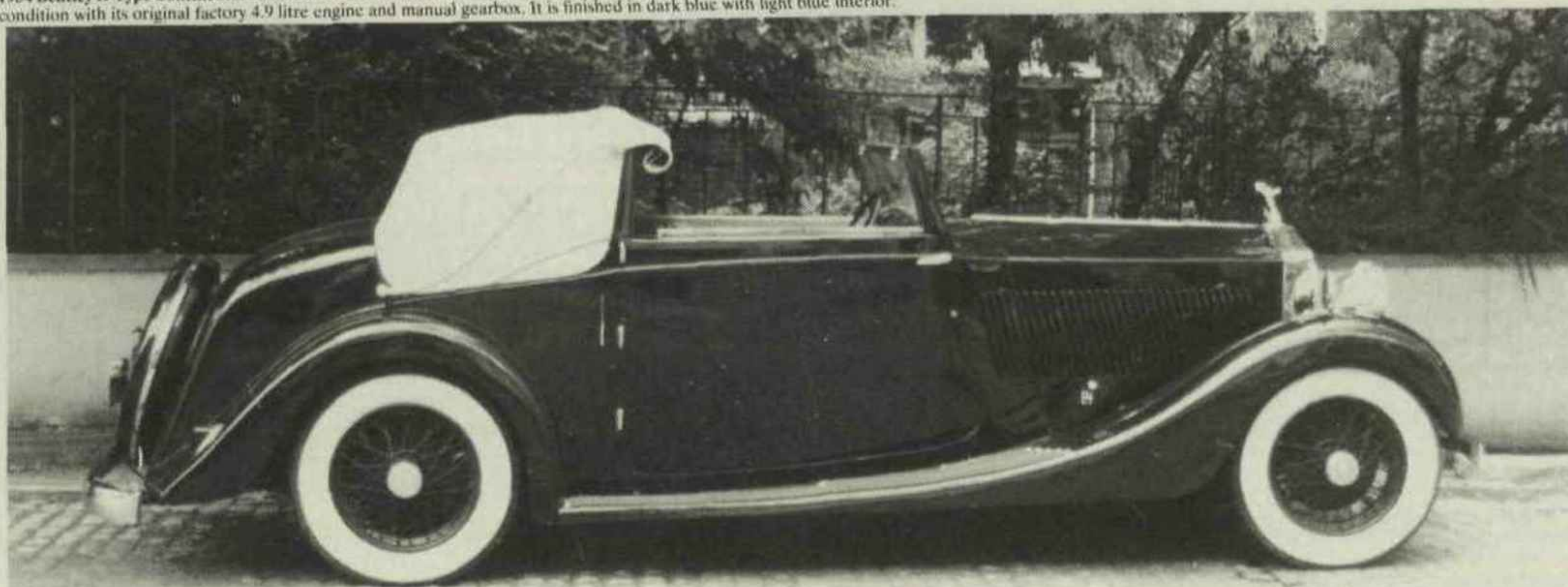
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1938 Lagonda LG45 Rapide. Only some 25 of these magnificent touring cars were ever produced. The vehicle being the last LG45 Rapide constructed, with many special features unique to this particular vehicle and has a documented history from new. Owned for the past 33 years by the past Chairman and current Vice President of the Lagonda Car Club. Retaining its original hide interior with complimentary Napier green coachwork.



1954 Bentley R-Type Continental Fastback. This car was the factory demonstrator that later became the property of Lawrence Dalton. The car is featured in '50 Years of The Marque' and is presented in immaculate condition with its original factory 4.9 litre engine and manual gearbox. It is finished in dark blue with light blue interior.



1937 Rolls-Royce 25/30 Three Position Drop Head by Freestone & Webb. The Rolls-Royce 25/30 is one of the smoothest and most impressive luxury cars one can drive from this period. This particular example carries very desirable three position drophead coachwork by first-class coachbuilders Freestone & Webb. The overall condition of the car is good with the mechanics being rebuilt. The car has been regularly used, and is finished in black with a tan leather interior.

CARS IN STOCK

1932 Alfa Romeo 8C 2.3 Monza
1929 Aston Martin 1½ litre International 2 seater sports
1930 Aston Martin 1½ litre International 2/4 seat tourer
1965 Aston Martin DB5 Coupe
1963 Aston Martin DB4 Convertible
1937 Attenborough Special
1930 Bentley 4½ Litre Supercharged Le Mans Tourer
1955 Bentley S1 Continental DHC by Park Ward
1935 Bentley 3½ Litre "The Eddie Hall Team Car"
1934 Bentley 3½ Litre Sports Saloon by Thrupp & Maberley
1937 Bentley 4½ Litre Owen Sedan by Gurney Nutting
1954 Bentley R Type Continental Fastback by H J Mulliner

1954 Bentley R Type Convertible by Park Ward
Bentley 3½ litre Drophead Coupe by Thrupp & Maberley
1947 Bentley Mark VI 2 Door Coupe by Park Ward
1886 Benz Velo 3 Wheeler Replica
1955 Connaught B Type Grand Prix, ex Works Car
1936 Cord 812 Convertible
1931 Delage D8 Sedan Town Car by Fernandez & Darrin
1938 Delahaye 135 M Drophead Coupe by Figoni & Falaschi
1947 ERN-BMW 328 Sports Racing Car
1967 Ferrari 275 GTR/4 Cam, LHD
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You could add another three in Lehto, Brundle and Blundell. The Finn enjoyed his superiority over team-mate Wendlinger in both qualifying and the race, but was unable to maintain his sixth place in the face of Herbert's challenge, and persistent understeer eventually dropped him back behind Martin and Michael Andretti, who drove well on what will probably be his only visit to the Hautes Fagnes track but was delayed during a tyre stop when he stalled. Brundle had been buoyed with fifth fastest warm-up time after a weekend in which his Ligier's high-speed aerodynamic balance did not allow either him or Mark Blundell to exploit the power of their Renault engines. For the first time in a long while Cyrille de Rouvre's reborn team really struggled, and this seemed a positive sign, but then a rise in ambient track temperature for the race ultimately robbed the two Britons of grip and the chance to score points. "I was happy with the way I drove, but not the result. I've driven worse

races and got on the podium," said a glum Brundle afterwards.

There were also three bad guys – Senna, Patrese and Berger. As he struggled with a McLaren that was again little better than an upper midfield also-ran, Senna chopped Schumacher ruthlessly as he pulled out of the pit exit after the first tyre stops. The German was forced to put two wheels on the grass at over 100mph in avoidance on the run down to Eau Rouge, and since the Benetton was demonstrably so much quicker than the McLaren it was difficult to see the point in such tactics.

Patrese, rather more inadvertently, caused Brundle, Lehto and the lapped Wendlinger some heart-in-mouth moments in the same place on lap 18 when he spun exiting the pits and then tried to recover with a quick spin-turn. That folly threw away the benefit of a brilliant tyre stop by the Benetton crew, which had got him on his way in a mere 4.75s.

Thereafter he drove a subdued race to sixth place, apparently having given up even before his dreadful start. After a catalogue of ignition problems on Saturday afternoon he had bumped Lehto and Herbert on the last qualifying lap. Faced with an eighth spot on the grid which at least 18 others would have given eye teeth for, he then spoke unhappily of having to drive a conservative race.

Gerhard Berger was even worse off than the Benetton drivers after having to start the spare Ferrari (which he preferred) from the pit road because of the delays in strength-

ening its rear suspension. Even so, that didn't excuse his latest indulgence in loutish behaviour as he put two wheels inside Mark Blundell's in the closing stages. He had shrugged off the pain from his injured elbow and done well to rise to eighth, challenging Brundle. But once a moment at Pouhon had sent him across the gravel trap when his foot slipped off the brake, he recovered two places further adrift and then had his incident with the Ligier driver. Mark was already very unhappy with the Austrian's tactics in Hockenheim, and this did little to enhance their relationship. "The crazy thing is that after he'd put me off – and don't forget, I nearly flipped over – he just shrugged and said it was only a game," he said, "it didn't matter when you were fighting for 10th place . . ."

Last year former Lotus team manager Peter Warr was brought in as permanent Chief Steward for FISA and immediately promised serious penalties for drivers who transgressed so blatantly. Sadly, it became apparent immediately that this was hot air when, in Brazil, Jean Alesi had Martin Brundle into the pit wall and escaped with only a ticking off. Now, Warr has departed the scene, but the problem remains. If FISA doesn't tighten up driving manners in its premier championship, somebody is going to get hurt. And as long as the top stars such as Senna and Berger are seen to get away with it, younger pilots competing in the lower formulae are going to ape their role models. The thing becomes self-perpetuating . . .

D J T

STARTING GRID

	0 HILL Williams FW15C 1m 48.466s (2) 1m 48.716s (1)		2 PROST Williams FW15C 1m 47.471s (2) 1m 48.794s (1)
	27 ALESI Ferrari F93A 1m 49.825s (2) 1m 52.159s (1)		5 SCHUMACHER Benetton B193B 1m 49.075s (2) 1m 50.305s (1)
	10 SUZUKI Footwork FA14 1m 50.329s (2) 1m 51.904s (1)		8 SENNA McLaren MP4/8 1m 49.934s (2) 1m 51.385s (1)
	6 PATRESE Benetton B193B 1m 51.017s (2) 1m 51.925s (1)		9 WARWICK Footwork FA14 1m 50.628s (2) 1m 52.730s (1)
	12 HERBERT Lotus 107B 1m 51.129s (2) 1m 52.369s (1)		30 LEHTO Sauber C12 1m 51.048s (2) 1m 52.210s (1)
	29 WENDLINGER Sauber C12 1m 51.440s (2) 1m 53.139s (1)		25 BRUNDLE Ligier JS39 1m 51.350s (2) 1m 53.323s (1)
	7 ANDRETTI McLaren MP4/8 1m 51.883s (2) 1m 53.554s (1)		14 BARRICHELLO Jordan 193 1m 51.711s (2) 1m 53.235s (1)
	28 BERGER Ferrari F93A 1m 52.080s (2) 1m 52.689s (1)		26 BLUNDELL Ligier JS39 1m 51.916s (2) 1m 53.030s (1)
	19 ALLIOT Larrousse LH93 1m 52.907s (2) 1m 56.822s (1)		4 DE CESARIS Tyrrell 021 1m 52.647s (2) 1m 53.559s (1)
	15 BOUTSEN Jordan 193 1m 53.465s (2) 1m 55.382s (1)		20 COMAS Larrousse LH93 1m 53.186s (2) 1m 56.072s (1)
	23 FITTIPALDI Minardi M193 1m 53.942s (2) 1m 56.947s (1)		24 MARTINI Minardi M193 1m 53.526s (2) 1m 54.968s (1)
	22 BADOER Lola T93/30 1m 54.976s (2) 1m 57.599s (1)		3 KATAYAMA Tyrrell 021 1m 54.551s (2) 1m 55.271s (1)
			21 ALBORETO Lola T93/30 1m 55.965s (2) 1m 57.852s (1)

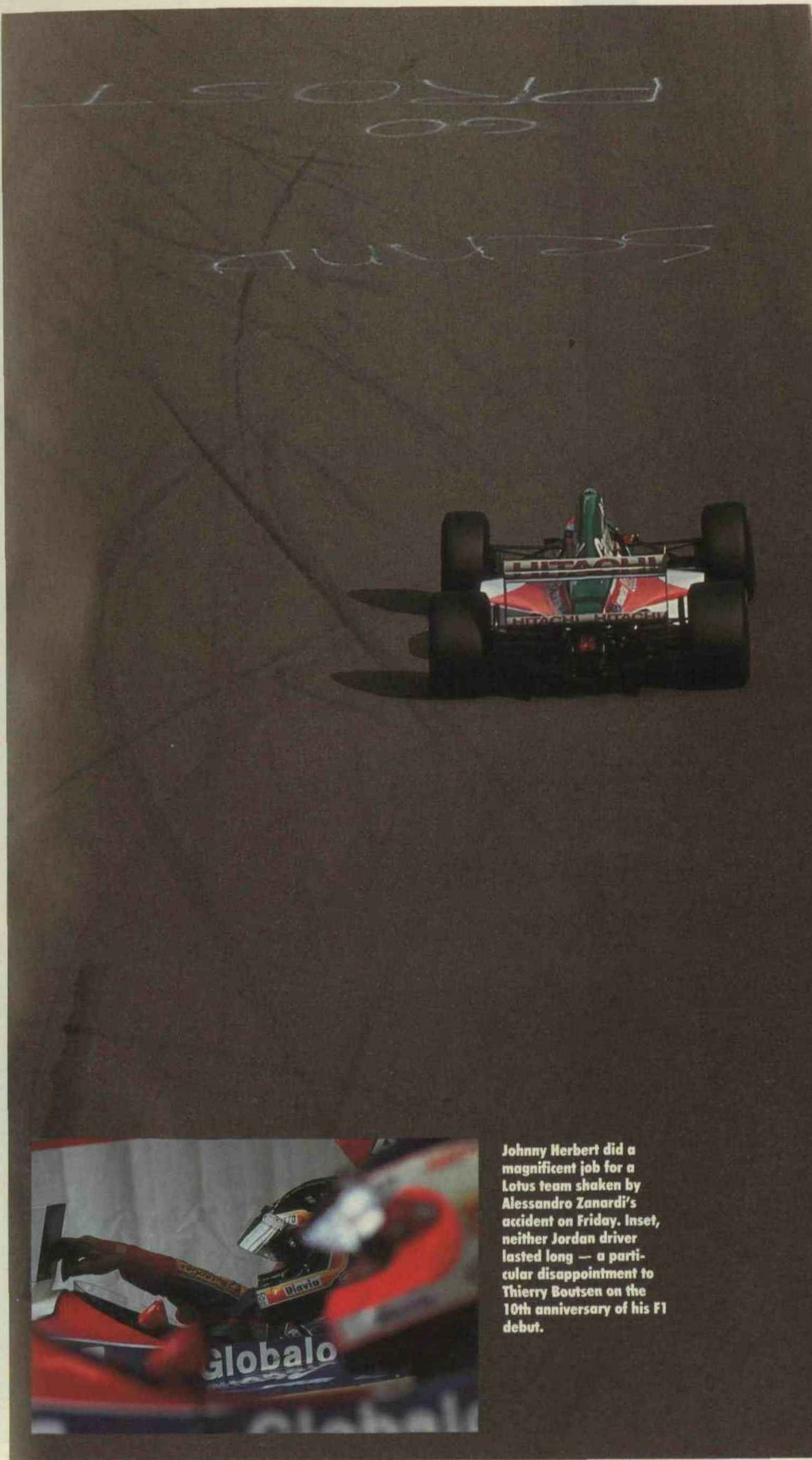
Did not run: Zanardi (Lotus 107B) – accident in free practice

BELGIAN GRAND PRIX, Spa-Francorchamps, August 29
44 laps of 4.33-mile (6.97 km) circuit (190.671 miles; 306.604 km)

Pos	Driver	Nat	Car/Engine	Time/Status Retirement	Best Lap	Lap
1	Damon Hill	GB	Williams FW15C-Renault V10	1h 24m 32.124s	1m 51.212s	40
2	Michael Schumacher	D	Benetton B193B-Ford HB V8	1h 24m 35.792s	1m 51.242s	38
3	Alain Prost	F	Williams FW15C-Renault V10	1h 24m 47.112s	1m 51.095s	41
4	Ayrton Senna	BR	McLaren MP4/8-Ford HB V8	1h 26m 11.887s	1m 54.185s	34
5	Johnny Herbert	GB	Lotus 107B-Ford HB V8	43 laps	1m 55.334s	37
6	Riccardo Patrese	I	Benetton B193B-Ford HB V8	43 laps	1m 55.681s	34
7	Martin Brundle	GB	Ligier JS39-Renault V10	43 laps	1m 55.478s	40
8	Michael Andretti	USA	McLaren MP4/8-Ford HB V8	43 laps	1m 54.614s	33
9	JJ Lehto	SF	Sauber C12-Ilmor V10	43 laps	1m 55.475s	33
10	Gerhard Berger	A	Ferrari F93A-Ferrari V12	42 laps – accident	1m 55.240s	38
11	Mark Blundell	GB	Ligier JS39-Renault V10	42 laps – accident	1m 54.059s	34
12	Philippe Alliot	F	Larrousse LH93-Lamborghini V12	42 laps	1m 57.390s	34
13	Luca Badoer	I	Lola T93/30-Ferrari V12	42 laps	1m 59.228s	35
14	Michele Alboreto	I	Lola T93/30-Ferrari V12	41 laps	2m 00.927s	31
15	Ukyo Katayama	J	Tyrrell 021-Yamaha V10	40 laps	2m 00.111s	36
16	Erik Comas	F	Larrousse LH93-Lamborghini V12	37 laps – fuel pump	1m 57.134s	34
17	Derek Warwick	GB	Footwork FA14-Mugen V10	28 laps – hydraulics	1m 58.396s	19
18	Karl Wendlinger	A	Sauber C12-Ilmor V10	27 laps – engine	1m 56.632s	27
19	Andrea de Cesaris	I	Tyrrell 021-Yamaha V10	24 laps – engine	1m 58.866s	24
20	Christian Fittipaldi	BR	Minardi M193-Ford HB V8	15 laps – accident	2m 00.292s	14
21	Pier-Luigi Martini	I	Minardi M193-Ford HB V8	15 laps – spun off	2m 00.006s	10
22	Aguri Suzuki	J	Footwork FA14-Mugen V10	14 laps – transmission	1m 58.780s	13
23	Rubens Barrichello	BR	Jordan 193-Hart V10	11 laps – wheel bearing	1m 59.554s	7
24	Jean Alesi	F	Ferrari F93A-Ferrari V12	4 laps – handling	1m 59.283s	3
25	Thierry Boutsen	B	Jordan 193-Hart V10	0 laps – clutch	no time	-
NS	Alessandro Zanardi	I	Lotus 107B-Ford HB V8	practice accident	no time	-

Winner's Average Speed: 135.331 mph (217.788 km/h) Conditions: warm and sunny
Fastest Lap: Alain Prost, 1m 51.095s on lap 41, 140.424 mph (225.984 km/h)

Championship points: 1. Prost 81; 2. Senna 53; 3. Hill 48; 4. Schumacher 42; 5. Patrese 18; 6. Brundle and Herbert 11; 8. Blundell and Berger 10; 10. Lehto and Fittipaldi 5; 12. Warwick and Alesi 4; 14. Andretti 3; 15. Alliot, Barbazza and Wendlinger 2; 18. Zanardi 1.



Johnny Herbert did a magnificent job for a Lotus team shaken by Alessandro Zanardi's accident on Friday. Inset, neither Jordan driver lasted long — a particular disappointment to Thierry Boutsen on the 10th anniversary of his F1 debut.

Tit for tat



Alesi, Hill, Andretti . . . it was an unusual podium (top). The Frenchman's second place for Ferrari – the team's best result of the year – had the crowd in raptures.



After Barcelona and Silverstone, it was Prost's turn to lose through engine failure at Monza as Hill scored his hat-trick



In Hungary, the early baths of his principal rivals gave him what in retrospect was a cakewalk to his maiden victory. In Belgium, he proved that he could do it under pressure. And in Monza, as he completed the only GP hat-trick ever scored by an F1 driver in his first full season, Damon Hill proved that he can also win with a bit of luck and after fighting back from adversity.

Alain Prost went to Monza determined to take the eighth victory of his season and thus to clinch his fourth World Championship, and he began his campaign well enough by taking his 12th pole position from the 13 races. Hill was close behind in second place, as usual these days, convinced that if he had not inadvertently ventured out on to the track at the very moment that the other 25 cars were all also using it, he might have given his partner a better run for his money. But now the two have subtly swapped roles. Initially it was Prost who made bad starts and Hill who led but suffered lack of reliability. Now, however, Prost finally seems to have his starting technique down to pat (in races, at least) and as the green lights blinked at three o'clock that afternoon in Monza he spurred down to the Rettifilo in first place. Hill was pushed down to third by Jean Alesi's Ferrari, and as they turned into the silly little corner, he was rudely assaulted by Ayrton Senna as the Brazilian tried unsuccessfully to squeeze two cars through a space wide enough for only one. His McLaren vaulted over Hill's left rear tyre and then swerved

violently to the left as it crashed back down. He was indeed fortunate that he didn't flip over, since at least one other car would have been certain to run into him. As it was, he gathered up the car and continued, finishing the lap in 10th place right behind Hill.

Damon, too, had been lucky after the attack, which pushed him off course and over the gravel. As he regained the track Berger swiped the side of the Williams, but it was otherwise unharmed. They build strong cars in Didcot and Woking these days.

Though the visual evidence strongly indicated that Senna had not overtaken the Williams, Ayrton felt the blame lay with Hill, because "he insisted on trying to stay on the outside and we touched". This from a man whose car was still behind the one it was seeking to pass. The outside in the left-hander, of course, was the inside for the right that followed immediately.

With his principal rival already in trouble, Prost made the most of his opportunity, stamping in a series of fastest laps on the first, second, fourth, fifth, sixth, seventh, eighth, ninth, 11th, 12th, 21st and 22nd laps, and though Damon had responded by

clipping his time for the seventh tour, he was 15.3s adrift of Prost as his pushy recovery drive had brought him up to third place by lap 21.

Between them was Michael Schumacher, whose Benetton had been transformed from the recalcitrant beast in which he had only been able to qualify fifth, to something that was happy over the bumps of the historic track. Now the German had a car that he could really race, and he was making the most of it.

This time he had made a good start, and

"He was rudely assaulted by Ayrton Senna as the Brazilian tried unsuccessfully to squeeze two cars through a space wide enough for only one"

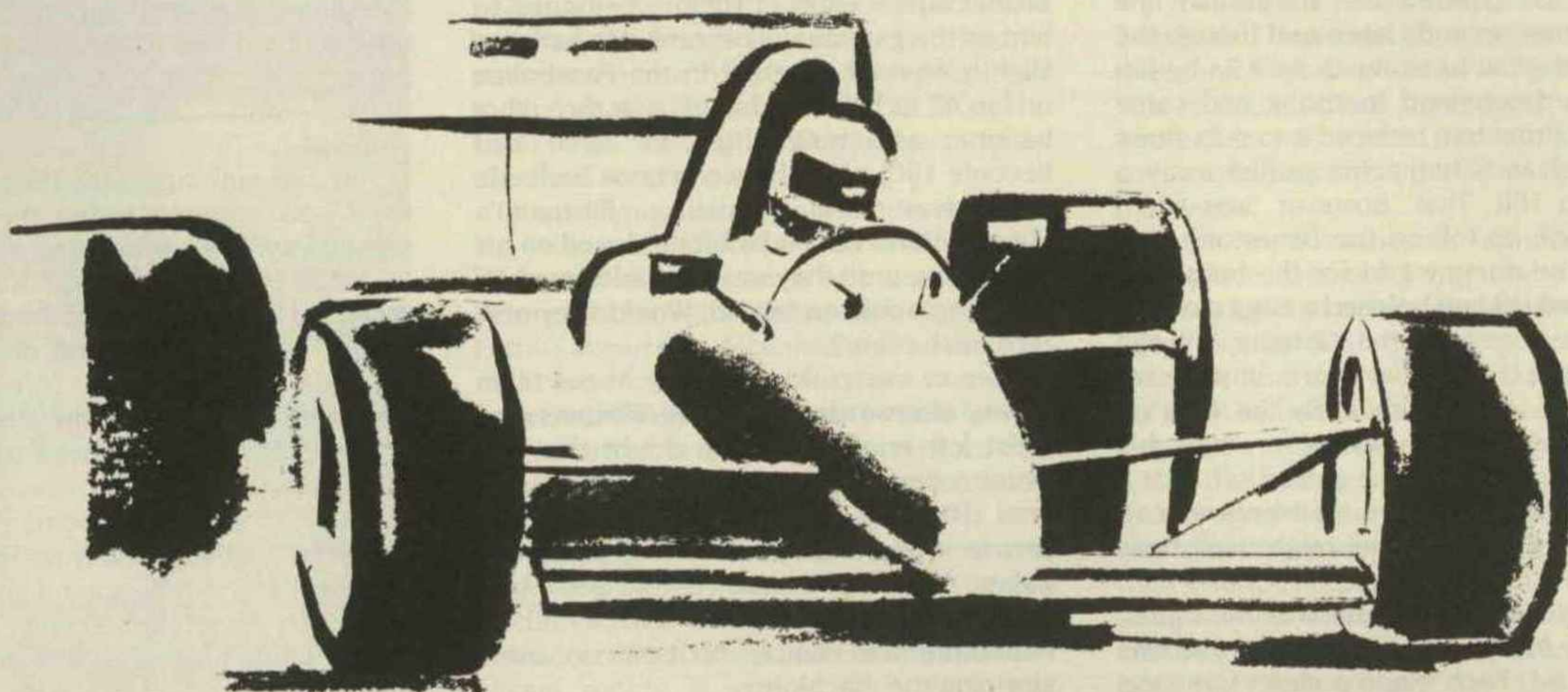
in the interest of playing safe the team had left its 'autostart' system at home. Since Spa it had determined that the drivers were indeed to blame for their appalling getaways, since they had kept a foot on the brake pedal to prevent their cars rolling back on the grid and thus fooled the software into thinking that high revs were not required. Even when they called for them



As Andretti heads for the exit of the first corner, both Footworks come to grief. The smoke in the background signifies the demise of Lehto and the two Jordans.

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there, the system had overridden the command initially, and hence they had struggled away until the system's 'brain' had caught up with what the drivers wanted. Sometimes modern technology isn't all it's cracked up to be.

At Monza Schumacher thus had no such problem, and by lap four had taken over second place. He'd set fastest laps on the second and fifth laps too, beating Prost's times as he crossed the start/finish line around three seconds later, and though the gap would grow to as much as 8.3s by lap 18, some determined motoring and some traffic for Prost had reduced it to 6.2s three tours later as Schumacher pulled away a little from Hill. That, however, was when Monza took its toll on the Benetton. As it had left the dummy grid for the formation lap, its Ford HB had belched a large cloud of smoke, and now as the German left the Rettifilo on lap 22 he heard unpleasant noises over his shoulders. By the time he reached the second Lesmo he knew his racing was done, and he pulled off with a suspected dropped valve. As events were to show, this was a race he might well have won.

Schumacher's misfortune was Hill's gain, for now he had a clear run at Prost, who was 18.4s ahead. Each made a clean tyre stop

(on laps 27 and 26 respectively), and once they'd settled down again the gap stabilised at 19.9s. All Prost had to do now was stroke it home for the remaining 23 laps, and Nigel Mansell's crown would be his.

Both Williams pilots had been warned by Renault to watch their engine temperatures, so Prost was now in the perfect position to ease back while Hill felt obliged still to keep pushing very hard. From lap 31 all of the fastest laps – eight of them – belonged to him as the gap steadily shrank. He had one slightly anxious moment in the Parabolica on lap 42 as he threaded his way through a hammer and tongs fight for what had become 10th place between Luca Badoer's Lola-Ferrari and Christian Fittipaldi's Minardi-Ford, but bit by bit he closed on his team-mate until they were a shade over half a second apart on lap 46. Would they now race each other?

Damon was curiously cagey about team orders afterwards, but Frank Williams and Prost left enquirers in no doubt that the usual orders had prevailed: race until the final 10 laps, then hold station. Prost, secure in the lead, had been gauging the gap so that by the time Hill did get close, they would be within that 'safety' period. To him there was simply no point in overstraining the machinery.

That made it doubly ironic, then, when a plume of smoke suddenly erupted from his Renault RS5 on lap 49, and he pulled unhappily to the side of the road. The title would have to wait yet again.

"Of course I'm disappointed," he said, with commendable understatement. "There isn't a lot to say. That's motor racing. This is the first time I have had a mechanical failure this year, and it has come on the wrong day. Everything was working perfectly. I was not pushing hard and I was driving at a normal pace. I was trying to secure a first place finish, and suddenly the engine stopped . . ."

"We saw nothing on the telemetry and for us it was so astonishing that for a few minutes we were wondering if it really was an engine problem," said Renault Sport technical director Bernard Dudot.

Hill was now home and dry, and as he backed off to monitor his own engine temperatures, he crossed the line to take a historic hat-trick, 40s ahead of the nearest opposition.

It was a lucky win to some extent, but it balanced his ill fortune from Spain, Britain and Germany and he wasn't going to worry too much about the manner in which it came. "I didn't believe it was possible to be happier than I was in Belgium," he laughed.



Coming through . . . Hill depose Alesi as he recovers from his delay at the start. Brundle, top, was running well until Senna misjudged his braking for the second chicane



"I'm delighted, I really am – especially at a place like Monza where everyone comes out. Naturally, they come here to see Ferrari, but I think it is great to be part of the event. And to win three races on the trot is, really, a dream come true. After I had won Hungary, Frank said I would probably win the next few races. I thought that was a nice thing for him to say. But now I have won the next two races – and I can't believe it!"

The man who had run second to Prost initially, and who Schumacher had had to pass on the fourth lap, was Jean Alesi, and to the unalloyed delight of the *tifosi* the Frenchman brought his Ferrari home to an excellent second place.

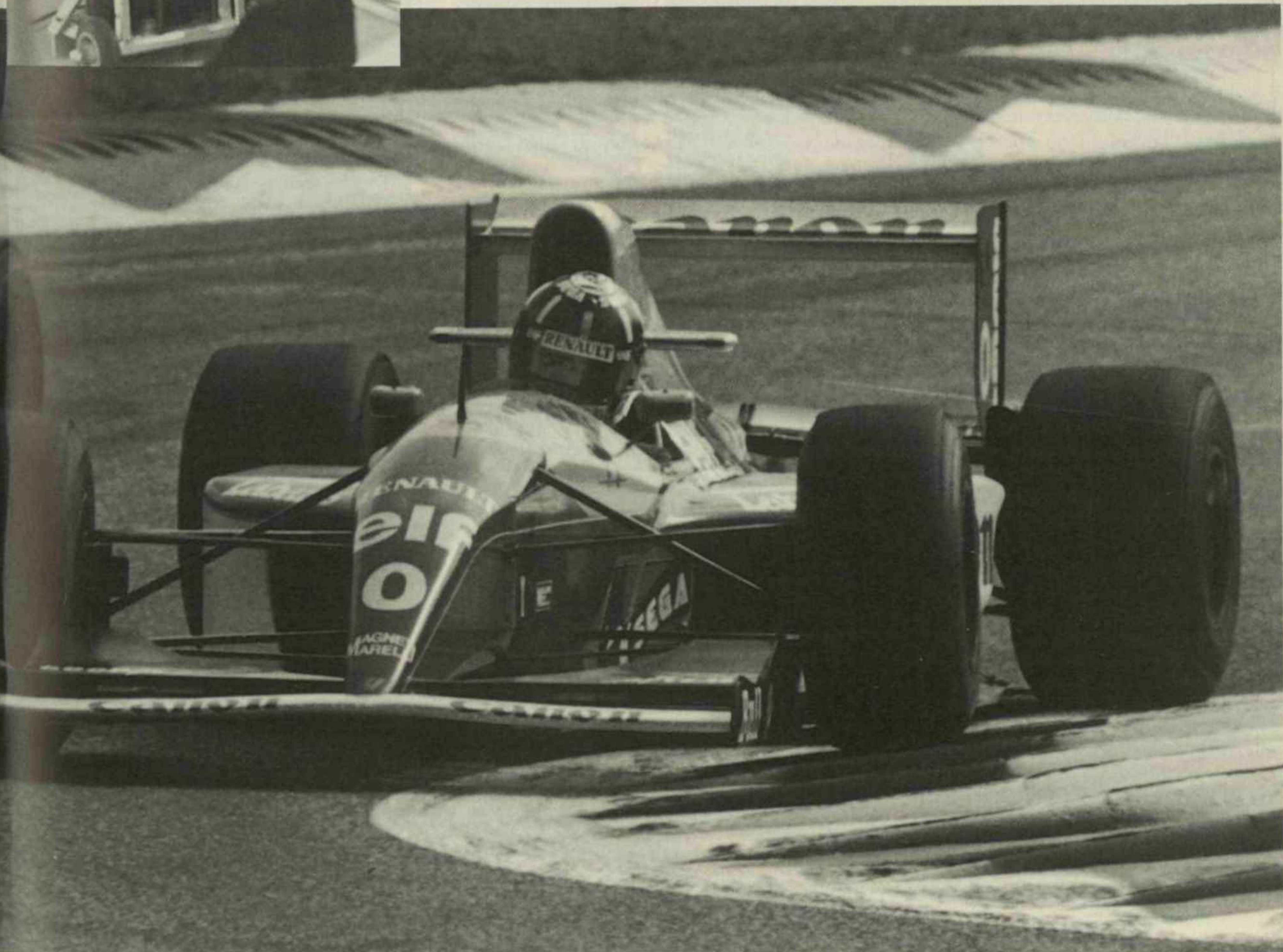
In qualifying he had been simply electrifying, taking third place in each session with a mixture of sheer bravery, brio and ruthless determination. Of course, the sight of a Ferrari ahead of a McLaren and a Benetton on home ground sent the cynics into overdrive, especially as last year a team insider had admitted in similar circumstances that it had taken liberties in certain technical areas on the first day. It is accepted as a good ploy to pull in the crowds, and in a year when the weather and high ticket prices certainly seemed to be taking their toll, according to hotel owners who spoke of vacant rooms, it worked. The place was

positively heaving on race day.

Neither Alesi nor Jean Todt would hear anything said about the F93A, and the latter had simply retorted to those bold enough to venture uncharitable suggestions: "Wait until tomorrow, and see what the race brings."

Well, it brought Alesi second place until Schumacher went by on lap four, and it did indeed bring the Scuderia its best result of the year after a steady, unspectacular run. Said Jean: "There are no miracles in a sport as technically complicated as Formula One. This is the result of sheer hard work. The whole team has worked incredibly hard. We got second place here purely on the basis of that work."

There were numerous contenders for third place. Gerhard Berger, who had survived a lurid accident during the slowing down lap in final qualifying, could have been the final figure on the podium. In that accident he had failed to see the chequered flag which ended second qualifying, and at Ascari had plunged into team-mate Alesi as Jean cruised home waving to the crowd. It was a nasty incident that earned the Austrian a serious reprimand from the stewards and worried friends who have seen him crashing a little too often of late, but it did not affect him in any way for the race.



and pitched both cars into the gravel.

Initially he was fourth behind Prost, Alesi and Schumacher, then dropped to fifth as Hill stormed by at the Parabolica on lap six. Herbert, well wound up after qualifying his Lotus-Ford seventh on a power circuit, would also pass the Ferrari at the end of the back straight, but there was heavy irony – and a heavy shunt – in that manoeuvre. The Austrian was already planning to pit at the end of the 15th lap, to retire with a

“As he trailed round 21st and last on lap three it seemed like another disaster in the Michael Andretti Book of Disappointment”

detached suspension sensor, so had he but known it, Herbert need not have made the move. As it was, having squeezed by the Ferrari he got out of shape and went off hard into the barriers.

“Having just passed Gerhard I missed the apex to the corner very slightly and got the left rear wheel on to the dirt,” said a crestfallen Herbert. “After that I just couldn’t get it back on. The marbles on the outside there just sort of dragged the car off the road. It was a very, very small mistake, but a big exit!” A podium place was precisely what both driver and team needed at this crucial part of the year when sponsorship deals and driver contract negotiations are so rife.

Brundle and Senna, too, were contenders, but neither made it home. After the incident with Hill the Brazilian found himself bottled up behind the Ligier-Renault, and made a mistake on lap nine which took them both out. Braking for the second chicane, he simply misjudged things and ploughed into the back of the blue machine. Both spun, hitting the barriers backwards.

“The rear of the car had been feeling light under braking for a while,” said the former champion, “and when I came up to Martin I just could not hold the car. I was very close with him and without the downforce the car lacked grip in the rear; then under braking I lost it and hit him.”

Through all this came Michael Andretti, whose race had yet again seemed a lost cause when he spun at the second chicane on the second lap, and had to make a lengthy stop for fresh Goodyears and to have grass cleaned from the radiators. “The car felt a little funny, and then it just got away from me,” said the American. As he trailed round 21st and last on lap three it seemed like just another disaster in the Michael Andretti Book of Disappointment, but this day the former IndyCar champion would show his true mettle, just as he had in Magny-Cours. There was overtaking to be done, and he did it cleanly and forcefully. He sliced through the enduring Fittipaldi/

Badoer duel, then Lotus debutant Pedro Lamy succumbed. A tyre stop on lap 21 again put him back behind the fighting Lola and Minardi, but he jumped both again five laps later and instantly homed in on Erik Comas. It was noticeable that each time he came upon another car, Michael would size it up and pass without hesitation. It was a nice, flowing drive, like Senna’s recovery at Hockenheim. By lap 29 it had taken him

right through to seventh place, chasing Martini’s well-driven Minardi. That presented no problem on lap 34, but then he was faced with Karl Wendlinger in a Sauber C12 that was finally running the latest version of Mario Illien’s Ilmor V10.

The Austrian was Andretti’s Nemesis in

the early races in Brazil, Donington and Imola, yet this time there was no problem. Down to the Parabolica on lap 43 Michael dived for the right, but Wendlinger defended himself. Then Andretti tried for the left, only to find Karl again moving over. In a final effort he dived down the inside on the entry to the corner, and for a moment it looked uncertain as the Sauber wobbled momentarily to block again before Wendlinger thought better of it. The McLaren was through, and though it ran a little wide, the place was Andretti’s. And since Riccardo Patrese had stopped for a second set of tyres, Michael was now up to fourth.

With Prost’s retirement came the final promotion and it was somehow apposite that his first rostrum placing should come on the circuit where his father first drove an F1 car back in practice for the 1968 race. Interestingly, it was also McLaren’s first podium since Monaco.

“It was a tough way to get here, but now we made it,” he grinned. “To have done it at Monza makes it even more special. I made that mistake on the second lap which got me into a bit of trouble, but we were able to dig ourselves out of that, and I’m happy. It took a bit of luck too, but it worked out.”

It might also just have thrown his fading F1 career a lifeline.

Wendlinger’s fourth was well deserved, although he had at one stage during Andretti’s chase angered Alesi by steadfastly refusing to move over as the Ferrari driver tried to lap him. He had fought well with Blundell for sixth place in the opening stages, and when the Englishman got the exit to Parabolica wrong on lap 21 and whacked the Armco hard enough to force retirement with damaged suspension, he had a clear drive to the finish. Patrese hung on to finish fifth, unhappy with the handling of his Benetton and worried enough that he had a puncture to make that second stop. Comas, despite a new traction control system that didn’t work, was delighted to bring his Larrousse home sixth.

The Italian GP was one of those curious

races that account for potential strong runners early on, and that first lap mêlée between Hill and Senna had an ongoing effect for, as Wendlinger came to the bottleneck, the two Footwork drivers found themselves with nowhere to go and crashed into each other. Neither of them could carry on. Further back Lehto and the two Jordans got involved too, all three retiring on the spot. The poor Finn’s splendid efforts in qualifying had already been negated when his new Ilmor engine had stopped (not stalled) as the grid went off on its formation lap, and like Prost in Hungary he was obliged to start from the back.

“It wasn’t my fault,” he explained. “The car was moving in first gear, and the engine just stopped. The telemetry shows it.”

From the back of the field he made a demon start down the righthand side of the grid, but when he got to the chicane it all went wrong again. Opinions as to who shared the blame differed alarmingly. JJ thought that Jordan debutant Marco Api-

STARTING GRID

 2 PROST Williams FW15C 1m 21.179s (2) 1m 22.163s (1)	 0 HILL Williams FW15C 1m 21.491s (2) 1m 22.283s (1)
 27 ALESI Ferrari F93A 1m 21.986s (2) 1m 22.625s (1)	 8 SENNA McLaren MP4/8 1m 22.633s (2) 1m 23.210s (1)
 5 SCHUMACHER Benetton B193B 1m 22.910s (2) 1m 23.888s (1)	 28 BERGER Ferrari F93A 1m 23.150s (2) 1m 23.750s (1)
 12 HERBERT Lotus 107B 1m 23.769s (2) 1m 25.463s (1)	 10 SUZUKI Footwork FA14 1m 23.856s (2) 1m 26.127s (1)
 7 ANDRETTI McLaren MP4/8 1m 23.899s (2) 1m 25.348s (1)	 6 PATRESE Benetton B193B 1m 23.918s (2) 1m 26.082s (1)
 9 WARWICK Footwork FA14 1m 24.048s (2) 1m 24.673s (1)	 25 BRUNDLE Ligier JS39 1m 24.137s (2) 1m 24.608s (1)
 30 LEHTO * Sauber C12 1m 24.298s (1) 1m 24.419s (2)	 26 BLUNDELL Ligier JS39 1m 24.344s (2) 1m 25.238s (1)
 29 WENDLINGER Sauber C12 1m 24.473s (2) 1m 25.016s (1)	 19 ALLIOT Larrousse LH93 1m 24.807s (2) 1m 25.529s (1)
 3 KATAYAMA Tyrrell 021 1m 24.886s (2) 1m 26.300s (1)	 4 DE CESARIS Tyrrell 021 1m 24.916s (2) 1m 25.482s (1)
 14 BARRICHELLO Jordan 193 1m 25.144s (2) 1m 26.664s (1)	 20 COMAS Larrousse LH93 1m 25.257s (2) 1m 26.323s (1)
 21 ALBORETO Lola T93/30 1m 25.368s (2) 1m 26.287s (1)	 24 MARTINI Minardi M193 1m 25.478s (2) 1m 25.903s (1)
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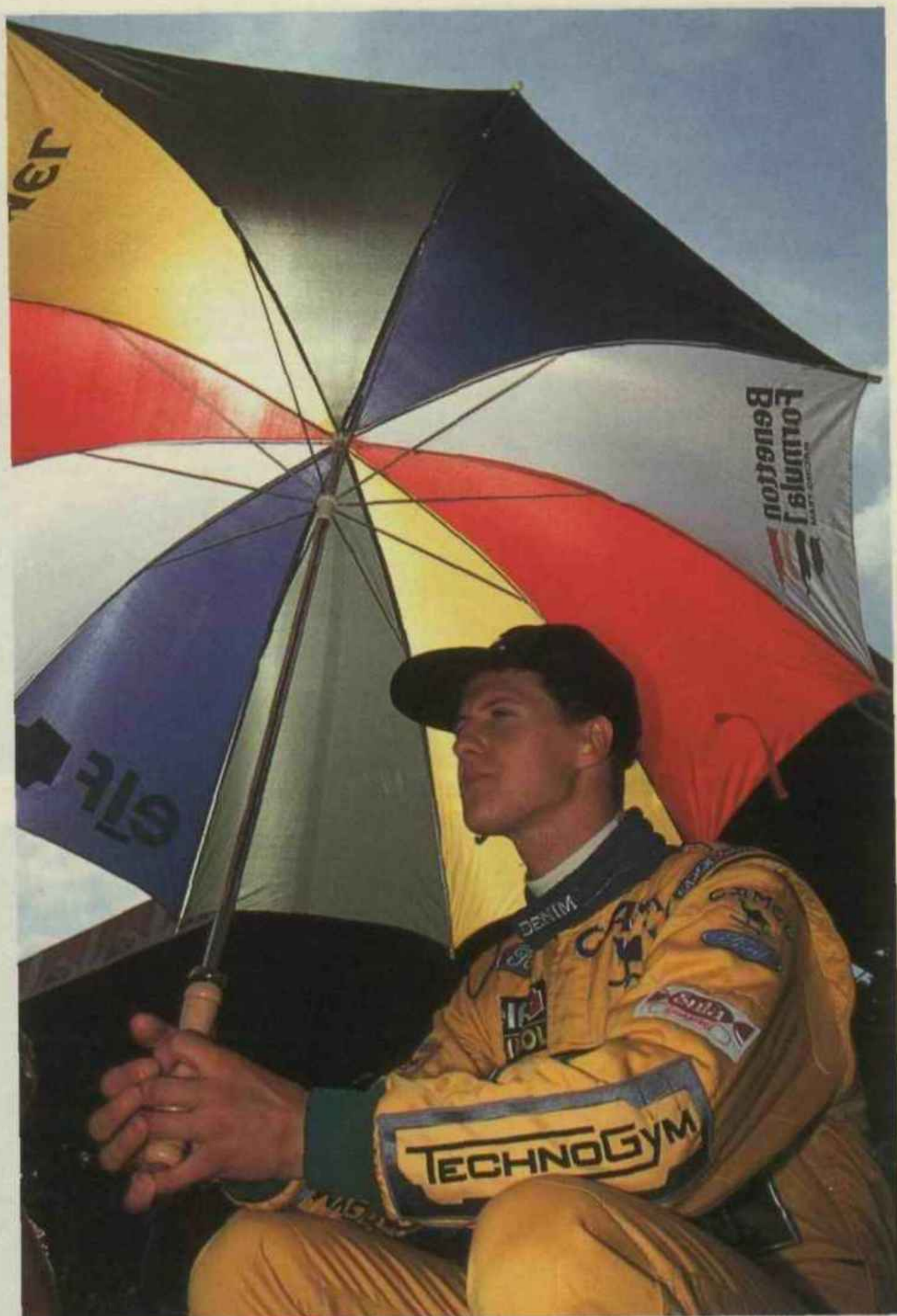
* started from back



Johnny Herbert ran strongly until crashing at the Parabolica.



Best yet: despite spinning on lap two, Andretti took third.



Schumacher split the Williamses, but a blown V8 put him out.



Alboreto's improved Lola-Ferrari fends off Comas and debutant Lamy.



Fittipaldi's crippled Minardi crawls across the line after his dramatic somersault.



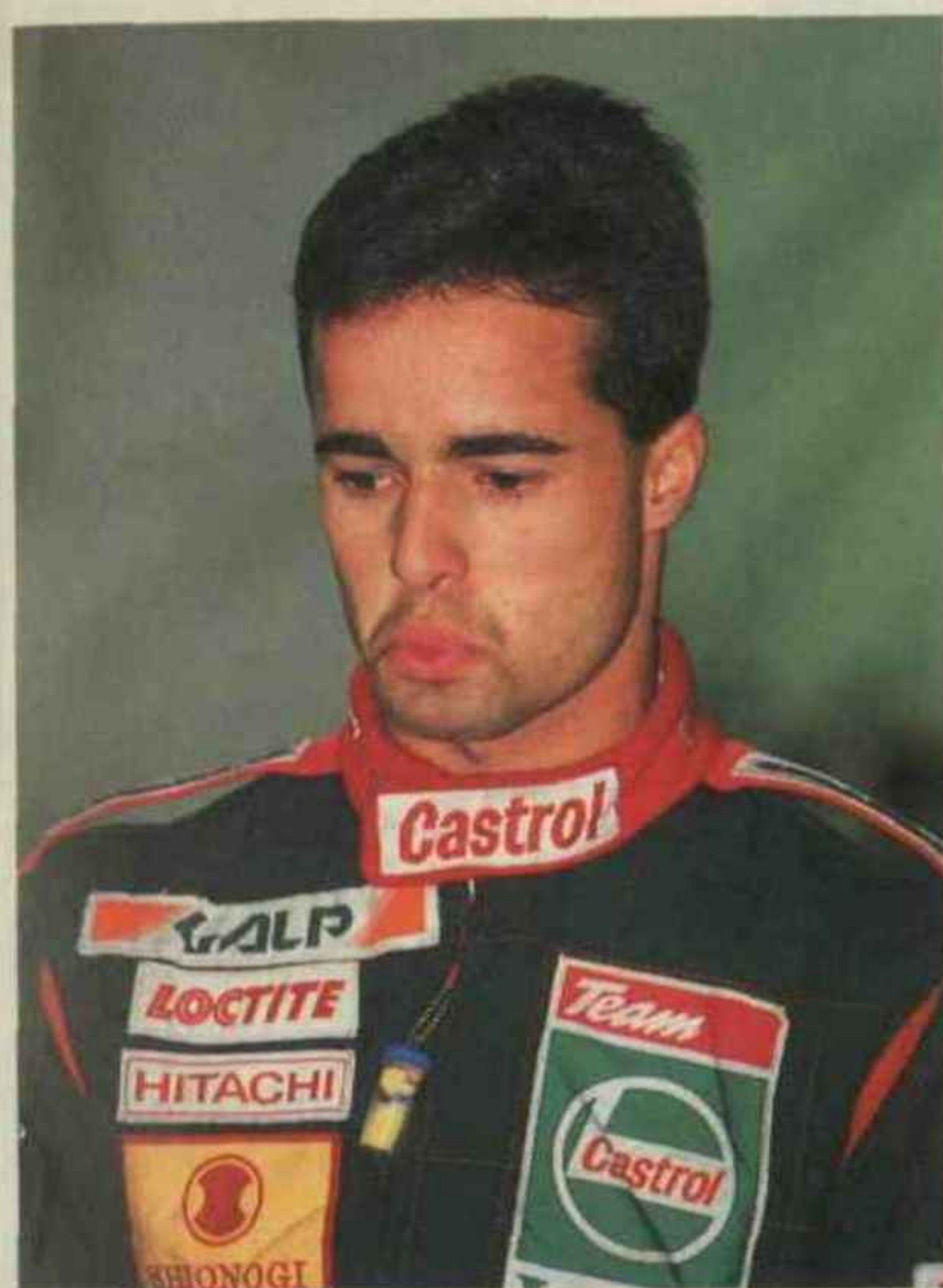
Marco Apicella: brief F1 debut.



Prost: thwarted by engine failure.



Both Larrousse-Lamborghinis finished. While team-mate Comas scored a point, Philippe Alliot had to settle for ninth.



Lamy qualified last but retired when running ninth.

cella hit someone, who then came across and hit him, forcing him to spin. With his engine stopped he couldn't continue.

Apicella had a different view, having deliberately tried to be careful through the corner because his experience at Monza has always told him it's an easy site for a first-lap accident. "Somebody hit me in the first corner, I saw Rubens spinning, and as I tried to miss him someone hit my front suspension."

Jordan team-mate Barrichello said: "Just before I braked for the corner somebody hit me hard from behind. It was a big shunt because the back of the car was actually lifted up and spun round. I don't know who it was but as I spun I saw Lehto so it could have been him. I'm not sure.

"Whoever it was should have a big penalty because everybody knows that this track starts wide and becomes thin at the corner. It's not fair to drive like that. There are four straights here where you can overtake; it was a totally unnecessary accident."

All this was good news for Lamy as he threaded his way through and made up many places after qualifying a disappointing 26th, and thereafter the F3000 star drove sensibly and maturely and was headed for ninth place until his Ford HB cut out on the 49th lap and forced him to coast by the pits into retirement.

The start/finish line was also the focus of the race's final drama. From laps nine to 43 Fittipaldi and Badoer had waged an excellent war, each driving cleanly and maximising their respective cars' advantages. Lap after lap Christian would slipstream the Lola past the pits, but each

time the latter's Ferrari power would just keep it ahead into the chicane.

On lap 35 it finally seemed as if Christian's patience had been rewarded as Luca ran wide on to the kerbs there, but he immediately accelerated back alongside the Minardi and the status quo was maintained.

This was a really good fight that was finally resolved in Fittipaldi's favour when he found a way by on lap 43 as Hill lapped them, and once by he sped away in pursuit of team-mate Pier-Luigi Martini, who was in trouble with a sticking gearchange. Through the Parabolica on the last lap they were nose-to-tail, but as they charged for the line both moved to the right. Fittipaldi's car was launched into the air just like Patrese's Williams had been at Estoril last year, and for a horrible moment it seemed as if it was going to flip on to its back at 180mph. Mercifully, its momentum carried the back end through in a complete arc as it somersaulted, and after landing on its right front wheel, the right rear hit the tarmac and effectively slapped the car back down again, preventing it from rolling over. The dazed Brazilian then steered it across the line, to maintain his eighth place.

"I kept my eyes open all the way through it," he was able to joke later after cycling round the paddock, "because I wasn't sure if I was ever going to be able to open them again!"

It was, by any standard, a phenomenally lucky escape – not only for him, but for the team personnel who were standing along the pit wall – and a chilling post-script to a good race. **D J T**

ITALIAN GRAND PRIX, Monza, September 12
53 laps of 3.604-mile (5.800 km) circuit (191.009 miles; 307.400 km)

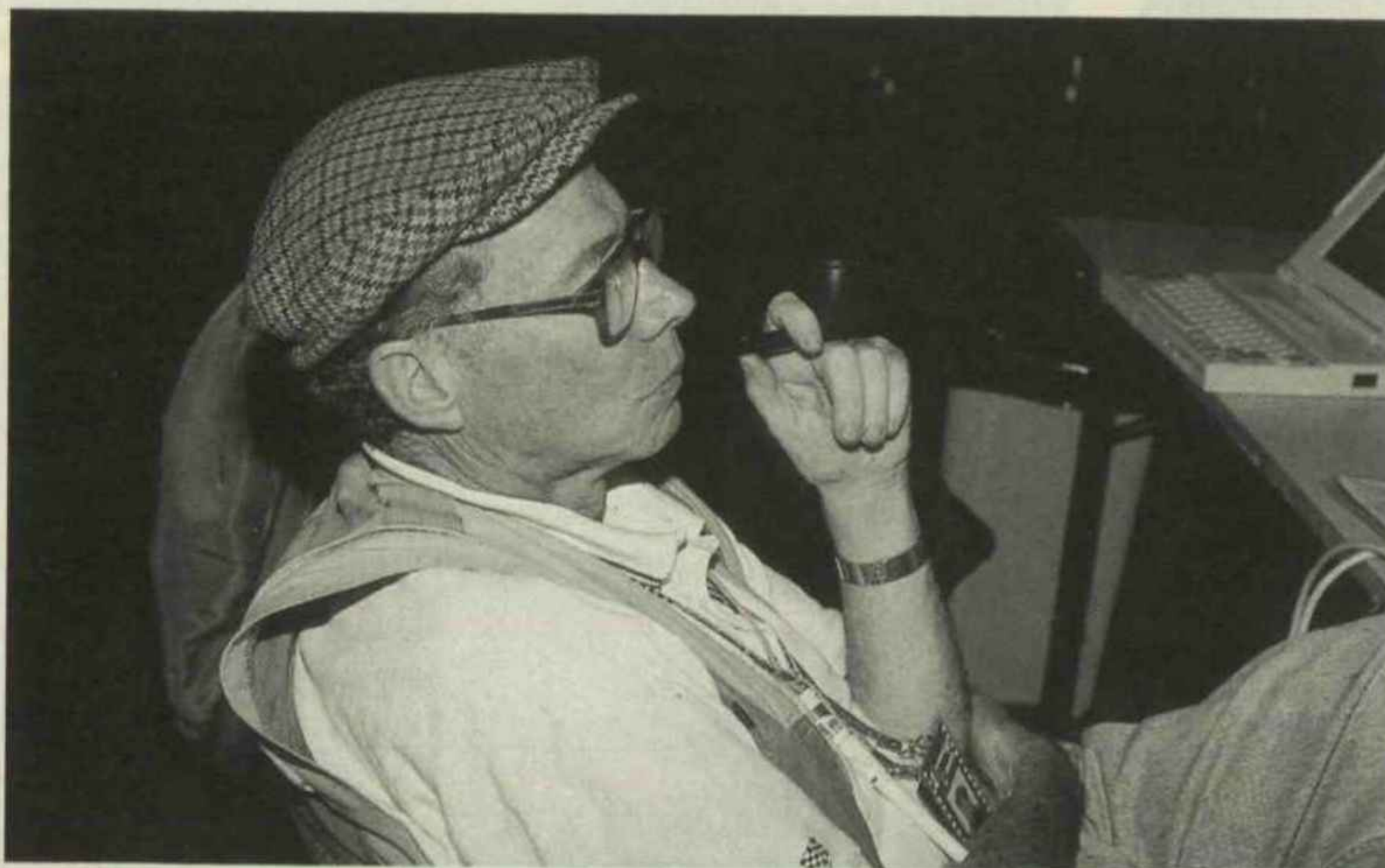
Pos	Driver	Nat	Car/Engine	Time/Stated Retirement	Best Lap	Lap
1	Damon Hill	GB	Williams FW15C-Renault V10	1h 17m 07.509s	1m 23.575s	45
2	Jean Alesi	F	Ferrari F93A-Ferrari V12	1h 17m 47.521s	1m 25.140s	47
3	Michael Andretti	USA	McLaren MP4/8-Ford HB V8	52 laps	1m 26.380s	46
4	Karl Wendlinger	A	Sauber C12-Ilmor V10	52 laps	1m 27.458s	39
5	Riccardo Patrese	I	Benetton B193B-Ford HB V8	52 laps	1m 27.909s	31
6	Erik Comas	F	Larrousse LH93-Lamborghini V12	51 laps	1m 28.192s	39
7	Pier-Luigi Martini	I	Minardi M193-Ford HB V8	51 laps	1m 28.907s	43
8	Christian Fittipaldi	BR	Minardi M193-Ford HB V8	51 laps	1m 28.062s	46
9	Philippe Alliot	F	Larrousse LH93-Lamborghini V12	51 laps	1m 27.534s	43
10	Luca Badoer	I	Lola T93/30-Ferrari V12	51 laps	1m 29.426s	34
11	Pedro Lamy	P	Lotus 107B-Ford HB V8	49 laps - engine	1m 29.209s	32
12	Alain Prost	F	Williams FW15C-Renault V10	48 laps - engine	1m 24.407s	39
13	Andrea de Cesaris	I	Tyrell 021-Yamaha V10	47 laps - oil pressure	1m 28.620s	34
14	Ukyo Katayama	J	Tyrell 021-Yamaha V10	47 laps	1m 29.502s	46
15	Michele Alboreto	I	Lola T93/30-Ferrari V12	23 laps - suspension	1m 30.168s	18
16	Michael Schumacher	D	Benetton B193B-Ford HB V8	21 laps - engine	1m 25.969s	21
17	Mark Blundell	GB	Ligier JS39-Renault V10	20 laps - accident	1m 28.889s	12
18	Gerhard Berger	A	Ferrari F93A-Ferrari V12	15 laps - suspension sensor	1m 28.139s	9
19	Johnny Herbert	GB	Lotus 107B-Ford HB V8	14 laps - accident	1m 28.512s	8
20	Martin Brundle	GB	Ligier JS39-Renault V10	8 laps - accident	1m 28.539s	7
21	Ayrton Senna	BR	McLaren MP4/8-Ford HB V8	8 laps - accident	1m 27.939s	5
NC	Rubens Barrichello	BR	Jordan 193-Hart V10	0 laps - accident	1m 59.554s	7
NC	Marco Apicella	I	Jordan 193-Hart V10	0 laps - accident	no time	-
NC	Derek Warwick	GB	Footwork FA14-Mugen V10	0 laps - accident	no time	-
NC	Aguri Suzuki	J	Footwork FA14-Mugen V10	0 laps - accident	no time	-
NC	Ji Lehto	FI	Sauber C12-Ilmor V10	0 laps - accident	no time	-

Winner's Average Speed: 148.597 mph (239.140 km/h) Conditions: warm and sunny
Fastest Lap: Damon Hill, 1m 23.575s on lap 45, 135.241 mph (217.855 km/h)

Championship points: 1. Prost 81; 2. Hill 58; 3. Senna 53; 4. Schumacher 42; 5. Patrese 20; 6. Brundle and Herbert 11; 8. Blundell, Alesi and Berger 10; 11. Andretti 7; 12. Lehto, Wendlinger and Fittipaldi 5; 15. Warwick 4; 16. Alliot and Barbazza 2; 18. Comas and Zanardi 1.

455

— not out



As long as the fascination remains, one of F1's longest-serving reporters has no plans to close his word processor's lid

Age, experience and undimmed enthusiasm have endowed him with a deep perspective of the sport and its proponents that, while often controversial, has frequently helped him to strip away the veneer of hyperbole so often associated with new trends and fads. Probably only a handful of current writers – Denis Jenkinson, Chris Economaki, Franco Lini and Adriano Cimarosti – share his length of firsthand knowledge.

His trademarks are the flat cap, jeans, a sleeveless photographers' khaki jacket and the ever present pipe. *Autosport's* Nigel Roebuck has recently taken malicious delight in 'bribing' him with rare supplies of his favourite tobacco to say nice things about Alain Prost. His accent is distinctive, and so are the pronunciations – *Proast*, *Sesaris* and *Loader* – and the laugh. Just as the word chortle was coined for the likes of Eoin Young, suggesting somebody chewing their laugh, so the way they used to indicate humour in the old comic books applies to him. *Heh, heh, heh.*

He owns Jimmy Clark's yellow Lotus Elan, and is currently having it restored, although he is determined that the interior will stay exactly as it was when the Scot ran it, in the days before their friendship was ripped apart at Hockenheim in April 25 years ago.

This is Gerard Crombac, Swiss-born arch-enthusiast and co-founder of respected French motorsport monthly *Sport Auto*. Universally, he is known as 'Jabby'. Magny-Cours was his 450th World Championship Grand Prix, and his passion was first fuelled back in 1945 when, while he was suffering from 'flu, his father gave him a pile of MOTOR SPORTS to read. In Hungary we rambled back over the past five decades.

"Magny-Cours was my 450th since the World Championship began in 1950, in which I worked as a journalist or, rather, in which I held a press credential," he clarifies. "On top of that I did races in 1949 but I didn't have press credentials. I was doing some lap scoring already then. For instance, I did lap charts in 1948, even in 1947. I did the sporting race of the French Grand Prix in

'48 and I had the results amended because they made a mistake and missed one lap of our car. Instead of finishing 20th we finished 19th, I think, but I was being very insisting on this thing!

"Apart from that, of course, I have done all sorts of other races. Twelve Indianapolis 500s. I did every Le Mans but one since 1949. I missed 1952, because I had a job in a department store in northern France and I had to be there on Saturday and Monday, so instead I went to a Formula Three race in Peronne. There was Les Leston and people like that racing with 500cc engines."

He thus missed Pierre Levegh's great single-handed drive. Ask him about such figures, however, and like Economaki he inevitably has an instant thumbnail sketch to hand.

"Levegh was a fairly elderly man. He was quite nice. He was a car salesman at a Ford dealership in Levallois, one of the biggest dealerships in France. It was very unfortunate that he had this crash in Le Mans in 1955. One has to remember that he also

killed 12 people when he broke his crankshaft in the French Grand Prix in 1947 and plunged into the crowd with his Maserati. People forget this.

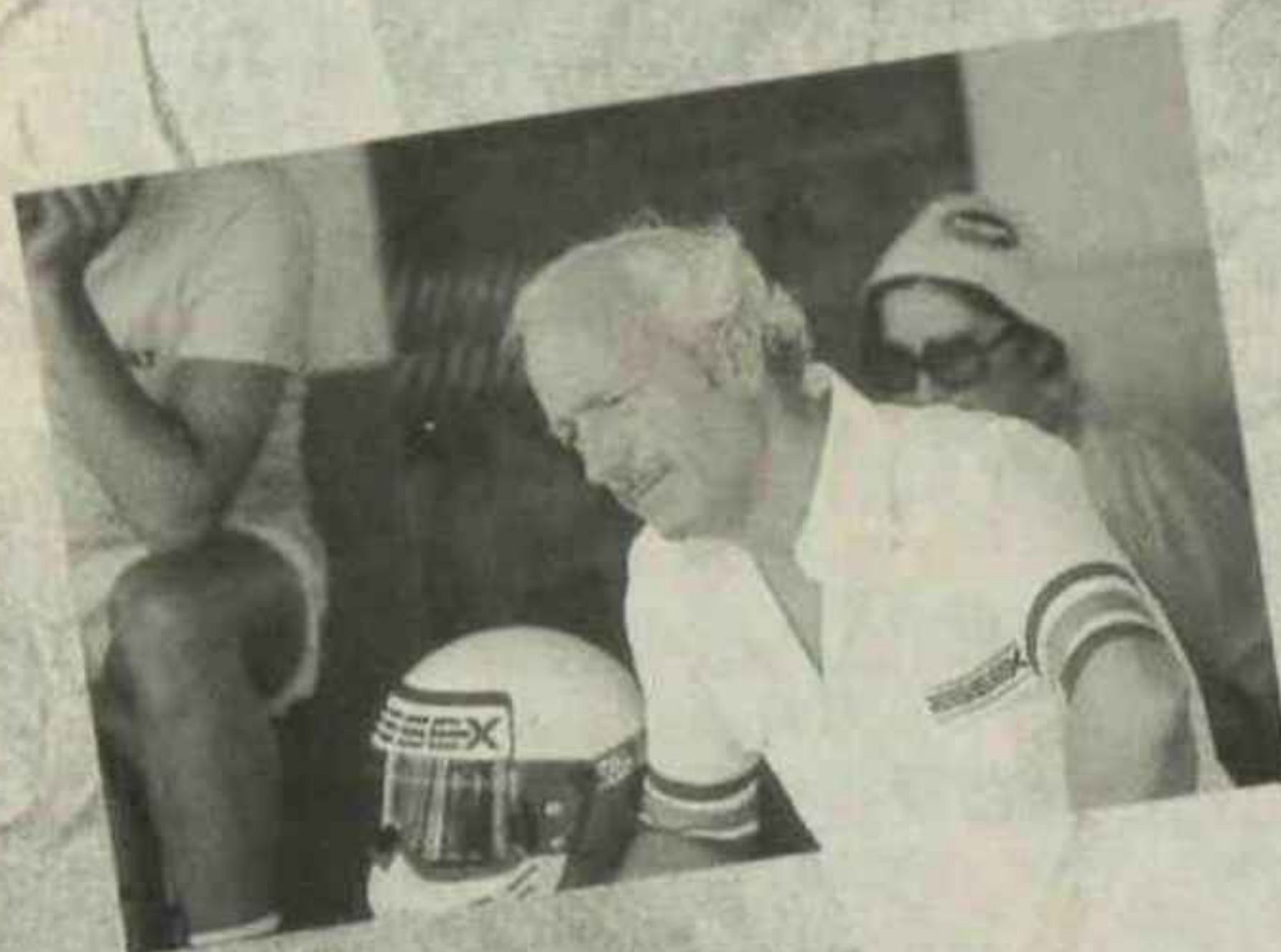
"He always raced as Levegh, but his name was Pierre Bouillin. He took the name Levegh because he was the nephew of a driver who was in the heroic days of the Panhard. When he started racing he took over the name of his uncle."

Crombac joined the great Raymond Sommer in '49. He was even forgiven for inadvertently setting fire to the racer's Lancia Aprilia. "Having done some lap scoring and that sort of thing for other drivers in France, they put me in touch with Sommer and it is through them that I got the job as a trainee mechanic. When I say that, I was sweeping the floor. We were running on castor oil which is a very, very sticky thing, and after a race to clean that is a hell of a job. We used methanol and had to be very careful not to damage the paintwork. In those days you didn't take the bodywork off in seconds; the body was bolted with flat bolts with two little holes and you had a pronged fork. As these bolts were stuck by the castor oil, it took nearly half a day to undress the car on a Tuesday morning. And then I had to clean it, and so forth, and clean the tools. I wasn't allowed to touch the engine at all..."

Within the sport it is well known that the only cars Crombac truly cares for at Grands Prix bear the name Lotus. It is said that if you were to cut his wrists, his blood would most likely coagulate into the name. His son is named Colin James after Chapman and Clark. He related how his faithful affair with the marque began.

"I had an English friend called Alf Hitchins, who had an Allard and a Cooper-MG. He was in the printing business, printing transfers for ceramics in Stoke-on-Trent. He was making a very brisk job with cities in France such as Limoges, which is the centre of French ceramics. Most of his turnover was done there so he was going every month and he thought it would be nice to race in France as often as possible, you know, on the travelling expenses from the business. He offered me to go 50/50 on buying a sportscar to share for French races. It was Hitch who said that really the car to have was the Lotus. Of course I knew about it because this was the end of '53 and that year Colin had done a fantastic season with his Mk6 which *The Motor* had dubbed 'the preposterously fast Lotus' at Crystal Palace after he'd beaten Bob Said with the OSCA. So he said, 'Why don't we buy the car?' So I went to Lotus in October at the end of the season to buy that car. I was already working for the *Autosport* at that time, because I went to the British GP in '48 to do the lap chart with Louis Chiron, and this is where I met Gregor Grant. I became friends with him, and from then on he said why didn't I send him snippets of information to him as he was then sports editor of *The Light Car*. He would say that he had news from the spy Hercules, from France..."

"And then of course, when I was working



Happy memories from a career spanning over 450 Grands Prix, and many other races besides, as a reporter. Top, Crombac perches alongside friend Jim Clark at Monza in 1967, as the latter relaxes with an ice cream. Centre left, Colin Chapman was an early friend and associate. All things Lotus are dear to Jabby, including the hyper-successful 79 (centre right, Andretti leading Peterson at Zandvoort). Above, Moss takes refreshment during the 1955 Mille Miglia.

for Sommer, he turned up one day in his little Y-Type MG and told me that he was shortly starting *Autosport* and would I become the continental correspondent? So that gave me very good insight into the British motor racing scene. When I arrived at Lotus there was the famous story where *Autosport* telephoned to say, 'Our continental correspondent is coming to buy a car from you.' Colin had all work stopped to clean the place up, and when I arrived I was very juvenile looking and they thought, 'Oh, that great continental correspondent couldn't make it and he's sent his stooge instead.' Anyway, we became very friendly," – Crombac would later pen Chapman's biography – "and from then on, immediately after that whenever Colin wanted anything to do with the continent I became sort of his agent. Especially I had a lot of dealings to do on his behalf with Le Mans and also, unfortunately, when we had a driver killed, like Mackay Fraser or the same race at Reims where we had Jay Chamberlain injured. Later, of course, when Peter Arundell was hurt; unfortunately I was in charge when anything like that happened."

To his eternal credit, Crombac has been able to forge such close ties with a team – as later he also would with Matra – without compromising his journalistic integrity.

He was also the journalist who was closest to Jimmy Clark. The two shared a flat in Paris for a time, during the Scot's tax exile from his homeland. His assessment of the relationship's roots is a little surprising.

"Of course, I was already close to Lotus when Jimmy came along, but there is a thing; amongst my numerous British friends of the time I was very close to Ron Flockhart, and through Ron I had a special link with Scotland. I should have raced at Charterhall, but I crashed on the way back from the circuit going a little too fast on the road. I was staying in Chirnside with the Sommervails – you remember Jimmy Sommervail – and Ron had arranged that. Gregor was a real Scotsman, too, of course, so I was feeling close with Scots people and that sort of got me close to Jimmy. And Jimmy knew about that. They knew that if they had a problem in Paris, they could go and see Crombac and he would sort it out. So I immediately hit it off with Jimmy and, I don't know, somehow we were very close. I always said that the two reasons why I got on so well with Jimmy, contrarily to some other people who certainly did more for him than I did, were one, that I never once discussed money or borrowed money from him. I had never any idea what he was doing with his money, what he was investing in, and so forth. And this is something which Jimmy really disliked to discuss. And the other thing, though I had a lot of opportunities, is that I never chased one of his girls, even if he was through with her. I had many opportunities, I can tell you, but I never chased any of his exes! I think he appreciated that."

Surprising, too, given how close was their friendship, that he never felt moved to write a biography of his friend. Once, when I asked him why he had written about cars

but not drivers, he replied: "Drivers lie to you; cars don't."

"The thing is," he expanded recently in Hungary, "we had this little test, this discussion in the motorhome this morning. I asked a wellknown French motor racing journalist: 'Do you remember the cars racing before the war?' And he said, 'Yes, Mercedes, Auto Union.' I said, 'Who was driving them?' And he could not remember! He had not seen them racing but he knew what they were, but he did not know who had been driving them! I said, 'There you are. The drivers are an accessory to the car!'"

"Okay, I became very friendly with Jimmy. Also with Graham. I mean, Graham had worked as a mechanic for me. He did help me when I bought my second Lotus, my Eleven. I bought it in kit, and because of my relationship with Colin he said I could build it up in the factory and they would help me. When I arrived there he assigned me a mechanic, and it was Graham Hill. I knew him already because before he was at Lotus I had seen him when he was with Dan Margulies and he drove through Paris on his

"This fellow Rindt, I don't know him but he really is impressive"

way down to Morocco for a little race in Dakar. I knew Graham very well, and when it was finished and I drove it off, Graham said, 'Jabby, if you do the 12 Hours of Reims will you take me as a co-driver . . .'

"And of course, I was very close to Jochen. I was the one who bought Jochen to Le Mans. He came in 1964 with Chinetti, who was very, very close with my partner in the French magazine that I started, *Sport Auto*. Jean Lucas. Jean started his career as Luigi Chinetti's right-hand man and was his co-driver in some races. They won together the race at Spa following Le Mans in '49, after he had won Le Mans with Lord Seldon. So when we started *Sport Auto*, Chinetti helped us. He was putting advertising for his racing team on the back cover, which was bringing us a lot of money and for him, absolutely nothing. He was always totally disorganised and he would turn up at Le Mans with a fleet of cars; he would have entered four, five, six cars. In each of them was a paying American customer, and for the rest he would come and ask me who we should put with them. I would help him pick the best available drivers.

"One year he wanted a driver and I was quite friendly with Rolf Markl, an Austrian Formula Junior driver, who was very friendly with Jochen. And Markl was in my office and

we were discussing Jochen and I said, 'This fellow Rindt, I don't know him but he really is impressive.' And he said, 'Yes, and he'd like to drive at Le Mans.' I said, 'Tell him, if he wants to drive in Le Mans I can get him a ride with Chinetti, no problem.' So we phoned him and Jochen took the next plane. In fact I don't think he drove that year because David Piper burst the oil filter at the start because they hadn't warmed up the oil enough. But he had been so impressive in practice that Chinetti told him he wanted him next year and, of course, he won the race the following year with Masten Gregory.

"I had been helping Jochen quite a bit early in his career, and I was helping these guys not because they were racing drivers but because they were friends. For me, the fact that a man is a racing driver doesn't make him a special hero. My heroes are the engineers. My heroes were Colin Chapman, Gordon Murray, Patrick Head and John Barnard, because I am more attracted by the technical side. Probably like Denis Jenkinson."

The relationships with Jimmy and Jochen, he insists, happened because they were *friends*. "And this doesn't happen for me any more," he claims, "because the drivers are a different generation. In those days we were the same age, we were chasing girls together." Remarkably, given such feelings, he remains firmly on the pace, diligently researching facts at each race, and keeping fully abreast of developments. You need an early start to outfox him. The secret, his manner suggests, is no big deal.

"The secret is in Formula One. Formula One is still a *fantastic* thing. If Formula One was not interesting any more I would drop it immediately. I am still *fa-scinated*. For instance, now we have had this ban on all electronic things and so forth; and what really fascinates me is that when the new regulations will be published all the engineers will find a way around them. This is what I like! This will be fun!"

"I know the problem very well, because for years I was the guy who was writing the regulations, when I was the French representative on the technical commission at FISA. Even in the book now, there are sentences which I wrote myself. So I can appreciate more than the layman how difficult it is to write a regulation that will stick. But these guys who were doing the regulations, myself included, if they were really good engineers they would have been designing the cars! Because this was an unpaid job. This is the problem. The best guy will have more money in designing the car than in designing the rules, so you will always end up designing the cars and the rules will have always loopholes. And that I think is a fascinating part of Formula One. So I am really looking forward to next year to see how they will 'cheat'."

He says that he does not favour any particular era from the past five decades, but is clearly looking over his shoulder for opprobrium from a spiritual Chapman, "who loved chassis, suspension and aerodynamics, and had not much time for

the engine," when he voices his technical opinion. "Personally, I think the engine is the heart of a car, and I love engines. I must admit that in the last few years it has been very gratifying, the evolution of engines. I think that has proceeded by leaps and bounds and I must say that Renault has had a very, very important influence because Honda did extremely good engines, but it was a bit in an American way. A sort of overkill. They put 200 engineers on the job and finally they had the right situation and the right reliability and so forth. Well, I think there was a little more creativity at Renault. Don't forget that now everybody uses the pneumatic valve spring, which Renault introduced a long time ago. And what has been a major breakthrough in engines very recently – due to the turbo – is development in electronics. You needed electronics to run a turbo engine but you could easily run an atmospheric engine on plain fuel injection, but electronics has brought so much, it has really proceeded by leaps and bounds.

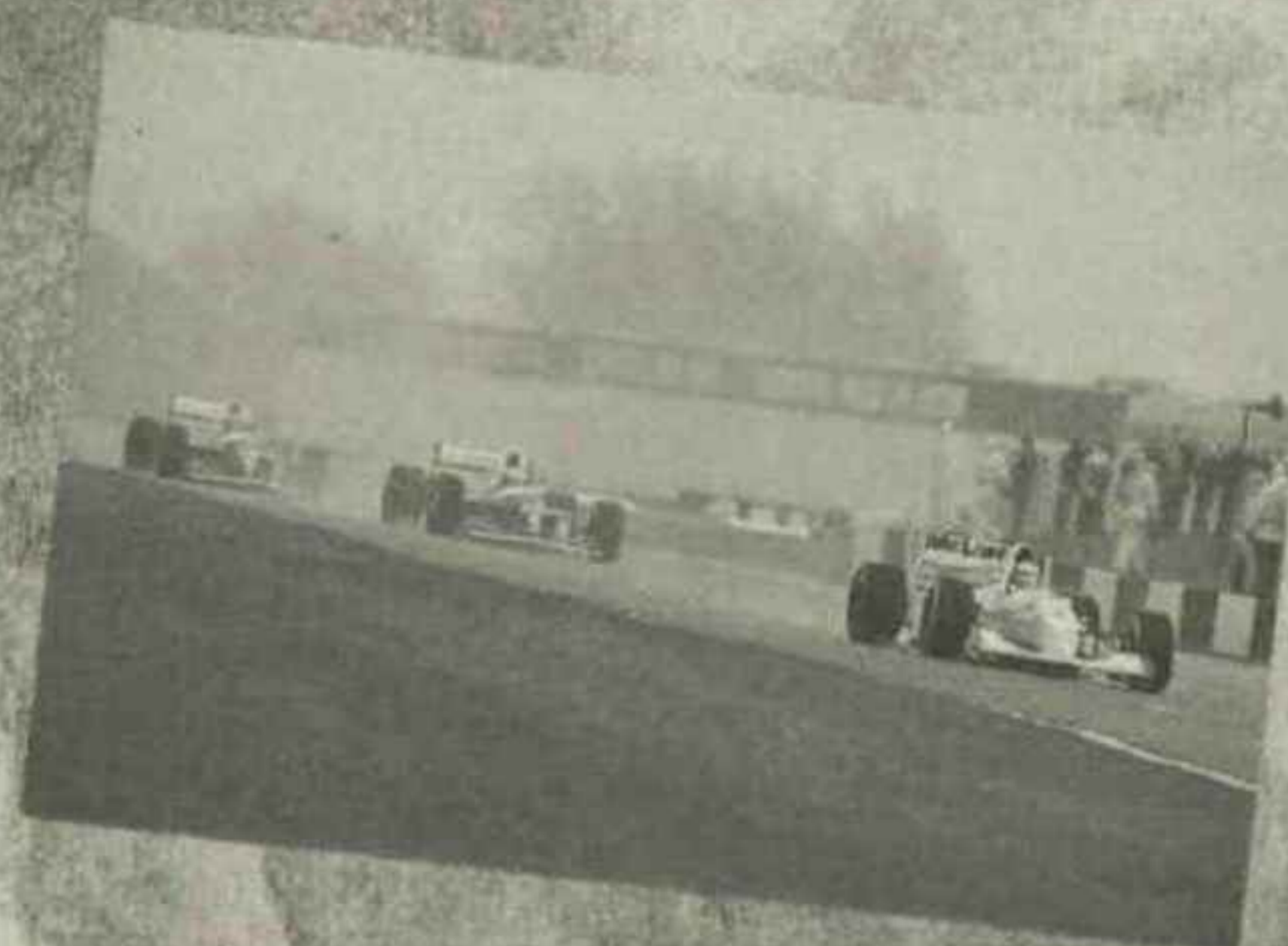
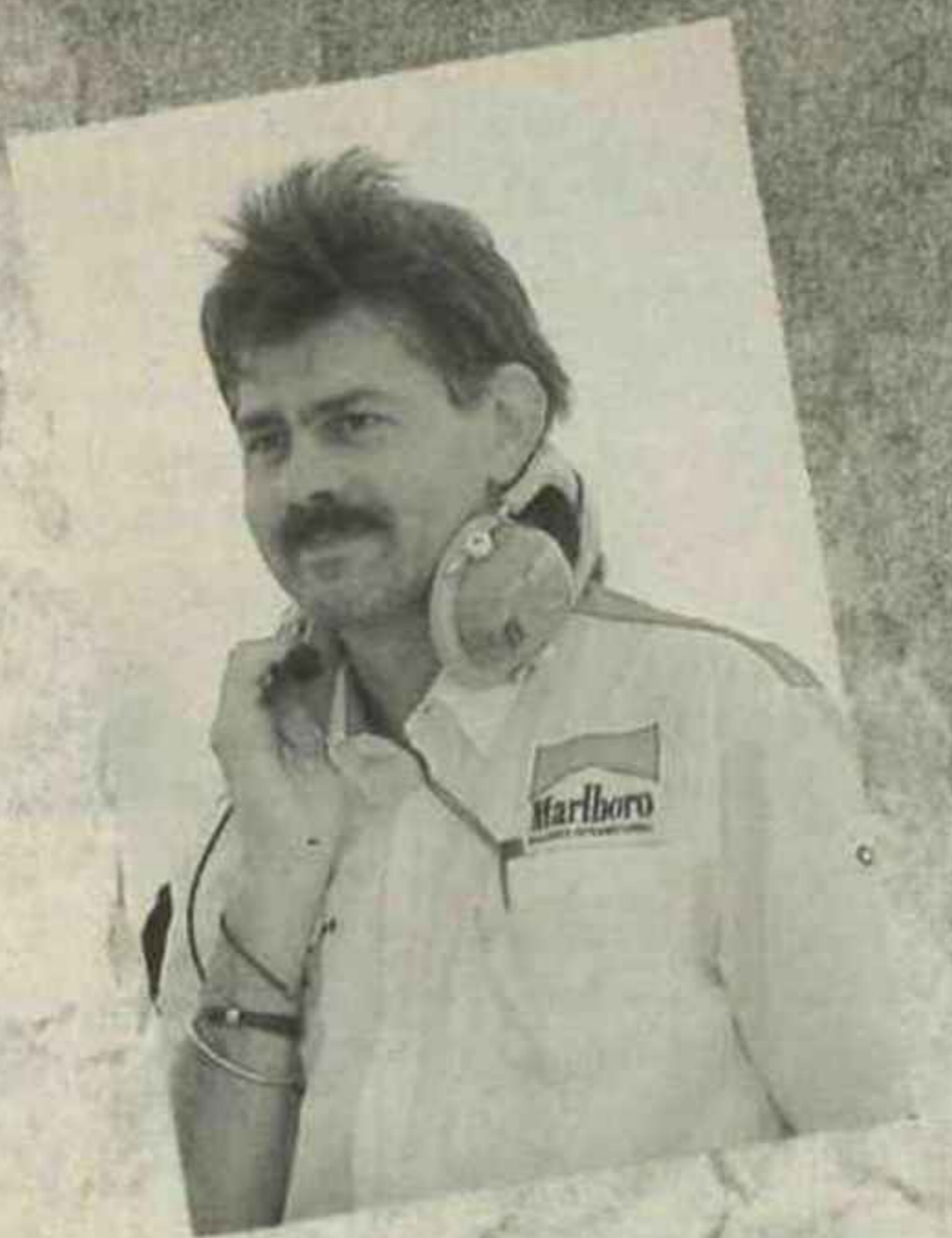
"I mean, if you look between 1950, for argument's sake, and 1975, well, the engines were of course revving higher because they had better materials but they were not that different. When the turbo arrived, because Renault had the courage to bring it in Formula One, everything changed forever. That's why I say, to get rid of the active suspension and everything is ridiculous, because you cannot disinvent things.

"We got to flat bottoms, but even now these cars have more than half their downforce (*doanfoss*) from underneath the car, from the diffusor at the back! Even if you said 'No active suspension', they will find ways with the suspension to have the same effect. Except that the only problem is that it will cost even more money in research and development."

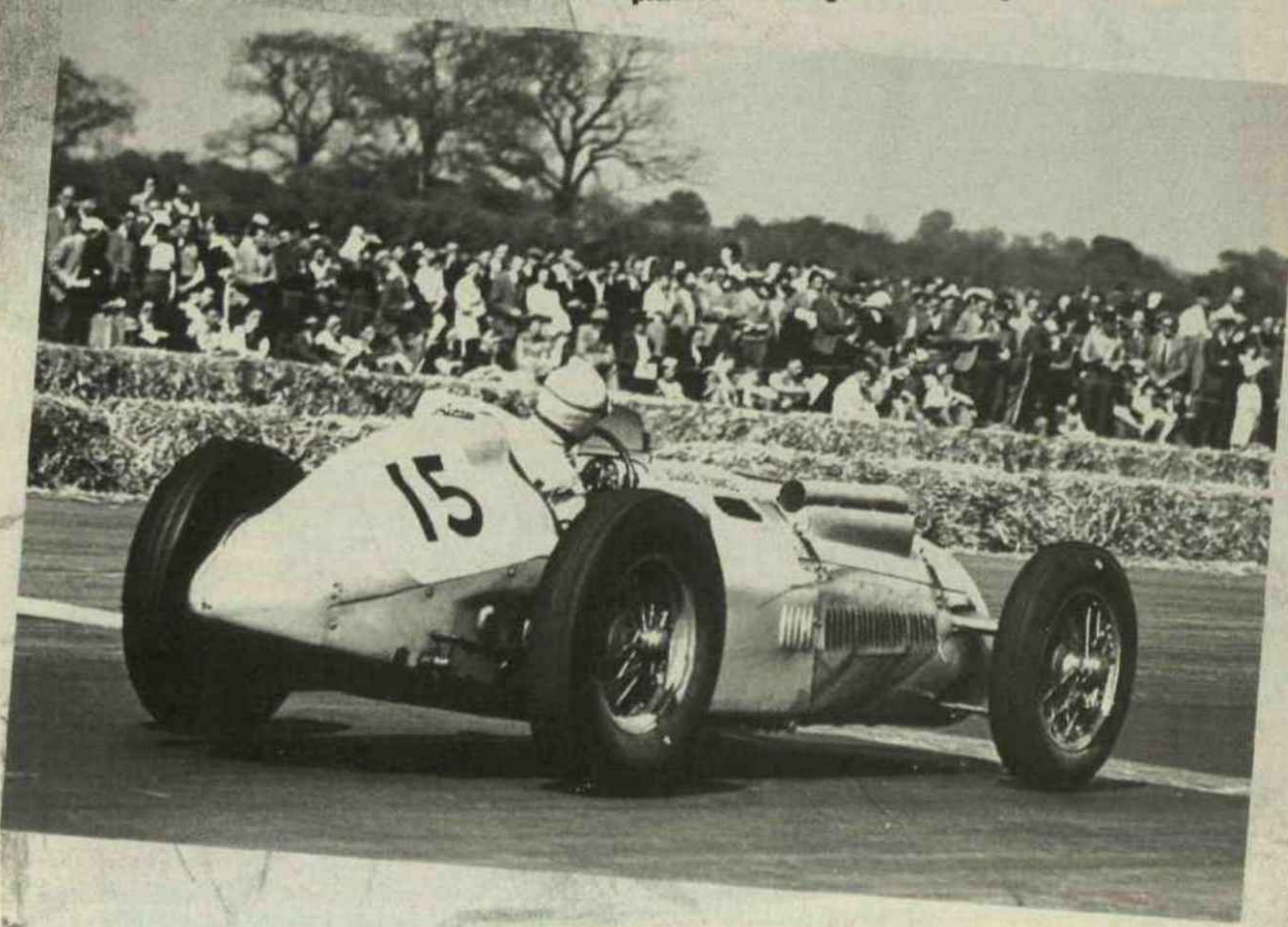
He agrees with MOTOR SPORT's view that carbon brakes and excessive downforce have hurt the quality of racing over the years.

"Oh very much so. I regret that. This is probably the one thing on which you can criticise Formula One nowadays. It's the difficulty in overtaking. I think that when it comes to carbon disc brakes, you cannot disinvent them, so the only thing you can do is put wider braking areas so you can overtake each other. As far as downforce is concerned, I am very concerned about the current level not so much because it makes overtaking difficult more because we are again going to reach a stage where it becomes dangerous. That is why amongst the modifications brought by Mosley (*Mosley*), the step bottom is a step in the right direction. I think something has to be done to reduce downforce. Whether this is the right way to do it – I'm not an engineer, and I'd want to speak to the designers and engineers before making up my mind – right now I think something had to be done and I'm jolly happy it's going to happen."

You can't disinvent, but you *can* control... "Yes, you can control. It's either carbon brakes or not carbon brakes. If you say, 'Okay, no carbon brakes,' I remember



Crombac appreciates the design flair of Gordon Murray (top left), and the sublime genius of Ayrton Senna (seen completing his sensational opening lap burst at Donington Park, top right). Friends and rivals: Moss and Fangio after the 1955 British GP at Aintree (above). Below, Jabby used to lap chart for Louis Chiron, pictured in his Lago Talbot during the 1949 British GP.





Nuvolari (top left): "devilish". Patrick Head (top right) – a hero amongst designers, along with Messrs Murray and Chapman. Above, Juan-Manuel Fangio masters his Maserati 250F at Rouen in 1957. Below, Jackie Stewart at Monaco in 1969, his first World Championship season. Crombac classifies the Scot as an "intelligent" driver.



when Porsche on its hillclimb cars was using beryllium, and beryllium is something you make jewels with . . . The moment you tell the guys they must use a special kind of alloy for their brakes, this is not Formula One any more. Formula One must have as much freedom as possible.

"I agree that we have braking problems, because it restricts overtaking. Then I think the matter should be in the hands of the circuit owners. I think they should make their circuits more spectacular. Here in Hungary is a sheer disaster, but we know they could do it . . .

"There are some circuits where there is nothing to do. Take Monaco, for instance. Okay it's bad, in a way, but on the other hand Monaco is Monaco. As far as the glamour and prestige is concerned, Monaco plays a very important part. But to think that for several years we had to put up with Jerez. Jeez! I like to drink sherry, but it can be exported! *Heh, heh, heh!*"

Crombac has never had difficulty moving with the changing times of Formula One, and that is borne out by his continuing enthusiasm. Just as Alain Prost's Williams FW15C differs totally from Raymond Somer's Talbot Lago, so today's circuits have changed beyond recognition in 40 years and more than 450 GPs. "Well, you have to bear in mind the increase in performance. You can see for yourself that you take your touring car and go to Spa you realise that with the current racing car it would be simply impossible. In case of an accident there would be a holocaust. What was possible in those days would simply not be possible today. I think the safety measures have come along with the technical development. For sure there have been a lot of passive measures which have been taken which have nothing to do with the increase in performance, and straightline speeds weren't so different. But in the early days the drivers were doing eight or nine Grands Prix with no private test sessions, and they were trying to earn some money racing sportscars, Formula Two and all that jazz, but in the top formula their total mileage was a great deal less. Nevertheless, we had an incredible percentage of fatalities. So it was very good that measures were taken; they *had* to be taken. It was awful to lose two or three friends each season.

"You have to bear in mind the period, too. In the early years everybody had lived through the war. People were much more familiar with death. They had thick leather skin, so to lose a friend was not something as it is now. We were used to it. But I think the job that Balestre has done recently, in the last few years to strengthen passive safety, is something which, whatever one thinks of him, people will have to remember him as the guy who saved so many lives. This will be the main feather he will put in his cap, because there is absolutely no doubt that he saved the lives of many drivers."

Crombac, like anyone who has been around for such duration, has inevitably paid his own dues, privately and personally. "I wasn't at Jimmy's accident," he recalls. "I

was at Brands. Of course, when I heard about it I asked David Phipps to cover me, and I flew over. Yes, it certainly was devastating, but I can tell you I was at the next race in Spain, rejoicing at Graham winning. For me, motor racing is a little bit like a religion. It is in my blood." But he says that he keeps more of himself to himself now in relationships with drivers. "It is true after Jimmy that I was very close to Graham and Jochen, but after both went I never had the same relationships again. This was my generation."

Instead, he kept up to date as a jury member on the Volant Shell and Pilote Elf scholarship schemes, along the way helping drivers such as René Arnoux. "I helped him quite a lot, but he was not my friend. We didn't go out chasing girls together. He was my protégé."

Crombac's antipathy for Prost has nothing to do with respect for a driving performance that is more similar to Clark's than any other modern-day exponent's, "but outside his car I don't think he behaves always like a gentleman should. There is an incident with another driver, who was supposed to be his best friend, that put me off him rather in a big way. And there is another thing, which is very much unlike Jimmy, is that Prost always has an excuse. He has been let down by his mechanics, let down by his engineers, let down by somebody who got in the way. I never heard him saying, 'It was my fault'. Except recently after he made this blunder at Donington saying that he had this problem, this problem and this problem and Senna asked if he wanted to swap cars. Since that he got so much flack that he is very careful. But before that I never heard him say 'It was my fault'."

If he had to choose the three best drivers he has seen in his time, he is quick to respond. "For a start, I would say it is absolutely impossible to compare era to era. To achieve success in one era you need qualities that are very different from the qualities needed to achieve success in another era. But the drivers who have tremendously impressed me: there would be more than three, but maybe we can weed out some. I was tremendously impressed by Tazio Nuvolari. He was a devil. He was doing things . . . Senna's first lap at Donington. That was Tazio Nuvolari! Unfortunately I only saw Nuvolari when he was at the end of his racing career, when he was already suffering from TB. You know, I remember seeing him spitting his lungs out of the cockpit of his Maserati at the Geneva Grand Prix. It was very sad.

He admits that, as a young man, his hands actually shook when he was introduced to the great man at Reims in 1948.

"Then there was the Fangio period, and then I was very impressed by Stirling (*Steering*) Moss, not so much in Formula One though he was extremely competent and everything, but he never scored in Formula One the way he should have, perhaps because he did not run his career the right way. I don't know. He thought that for advertising purposes, probably to make

himself popular, he should stick with British cars and he was making a big fuss over it, and perhaps at this period he could have been driving the best cars already. Anyway, but Stirling was such a versatile driver. I mean, his Mille Miglia drive was something which makes him come into history with a big H, a capital H.

"And after Stirling, with no doubt, there was Jimmy. After that of course we had Stewart and Lauda, but I wouldn't put them in the same bracket. I would say in my mind they were probably more intelligent drivers than gifted drivers. Of course they had tremendous skill and everything, but compared with the previous ones . . . I think for instance Jackie is the man who introduced tyre testing. I think that was the key of his career. He was very good – and when he reads this he'll probably kick me when he next sees me – but I think Jimmy was the greater driver.

"The same for Lauda, the computer. And after that, of course, has been Prost and he

"I didn't appreciate Villeneuve because I didn't think he was paying enough respect to the motor cars"

has won enough Grands Prix to carve his name in history, but to me the link really goes Clark direct to Senna, because Senna does things which none of those three drivers can do."

And the less successful, such as Villeneuve? Again, Crombac's response is not traditional. "I never got along very well with Villeneuve. On a personal basis I was quite friendly with him, but I didn't appreciate Villeneuve because I didn't think he was paying enough respect to the motor cars. I knew horrible stories about him having the loan of a Ferrari GTB or whatever it was at the time, and amusing himself spinning the car round and round in the square in front of his house just for fun. And when he carried on a Grand Prix having lost a wheel . . . I thought that is quite unnecessary and it shows one thing: Villeneuve was not a car buff. And that is a very great difference between the old days and the modern eras. In the old days people who were going to be Grand Prix drivers or racing drivers were doing it knowing they were risking their lives. Only a few, like Fangio, made a fortune out of it. People who did so well, like Tony Brooks for example – I'm not saying he is poor and thank God he is quite well off – but Tony Brooks today would have been making millions of dollars. Now he runs his car dealership in Weybridge. You see, that's

the difference. Today a driver can retire without having to work for the rest of his life. In those days it was enough to buy a business to work for the rest of your life . . .

"The main difference, then, is that what you got by going Grand Prix driving was not very consequent but you had the pleasure to drive a car. And I'm afraid that the first one who really gave me the impression that he was not a real car buff, was James Hunt. And in fact I heard him say once that instead of becoming a racing driver maybe he should have become a squash champion. It's like Nigel Mansell; sometimes he says he would like to have been a golf champion. Now these guys, we are not of the same breed. I am a car buff, and obviously they have chosen motor racing because they are more gifted at it and because it brings them more money, but they are not in Formula One because they like the cars."

Again, Crombac's passionate defence of the machinery arose, and prompted an inevitable question. Which were the great cars of his eras?

"Ah well, obviously the Lotuses! Those which were trendsetters. The first really impressive Lotus was the 25, which was one of the nicest-looking racing cars ever. Then of course there were the wings, which Colin started. Initially they were only grafted on to a 49 so they weren't so impressive, but when he designed a car around wings so that it gave the 72, it was one of the great cars of history. And then of course there was the 79, the ground effect car. These are the three really outstanding Lotuses in my mind. And apart from that, the current Williams is a very impressive car. The Matra MS80 was a very, very ugly car; I used to call it the pregnant whale, which didn't make me very popular with them! But it was a very, very good car. Matra had a secret which unfortunately was taken away from them. They were building the monocoque like they would build missiles, that is that all inside the monocoque there were transverse bulkheads which gave it tremendous rigidity, and therefore the road-holding was greatly improved. When they made rubber bladder tanks compulsory for 1970 you couldn't have bulkheads. With the MS80 fuel tightness was obtained through a resin which was poured in when they had finished building the monocoque. No Formula One Matra had succeeded after that; the MS120D at Clermont Ferrand in 1972 lasted one race! At the end of the season they put it on a jury-rig and they found that it had lost two-thirds of its rigidity . . .

"Gordon Murray has done some very impressive Brabhams. I'm sorry it didn't succeed, but the laydown Brabham was very impressive.

"Once I interviewed Enzo Ferrari and I said to him which of the cars that you have designed is the one that you prefer? And he said, 'The one that I will build tomorrow'. Maybe I should say that the car I am looking forward to see is next year's car, to see how they will cheat the regulations. That will give me tre-men-dous joy. I can hardly wait until Kyalami next year!"

D J T

Death fully defines a man. Potential for things not yet done no longer exists." Someone said this in a book about jazz great Eric Dolphy, but it applies universally to us all. When an obviously gifted racing driver dies young, long before his full potential can be realised, we can only speculate about how great he might have become. Having said that, few would dispute the claim that Francois Cevert would have been France's first world champion — long before Alain Prost — had he not been killed in practice for the 1973 US Grand Prix at the tender age of 29.

October 6th this year marks the 20th anniversary of that sad event, an appropriate time to recall the talented Frenchman. Coincidentally, as if the fates attempted to heal a wound, the day France eventually *did* crown its first world champion (12 years later at Brands Hatch in 1985), was also reserved for October 6th.

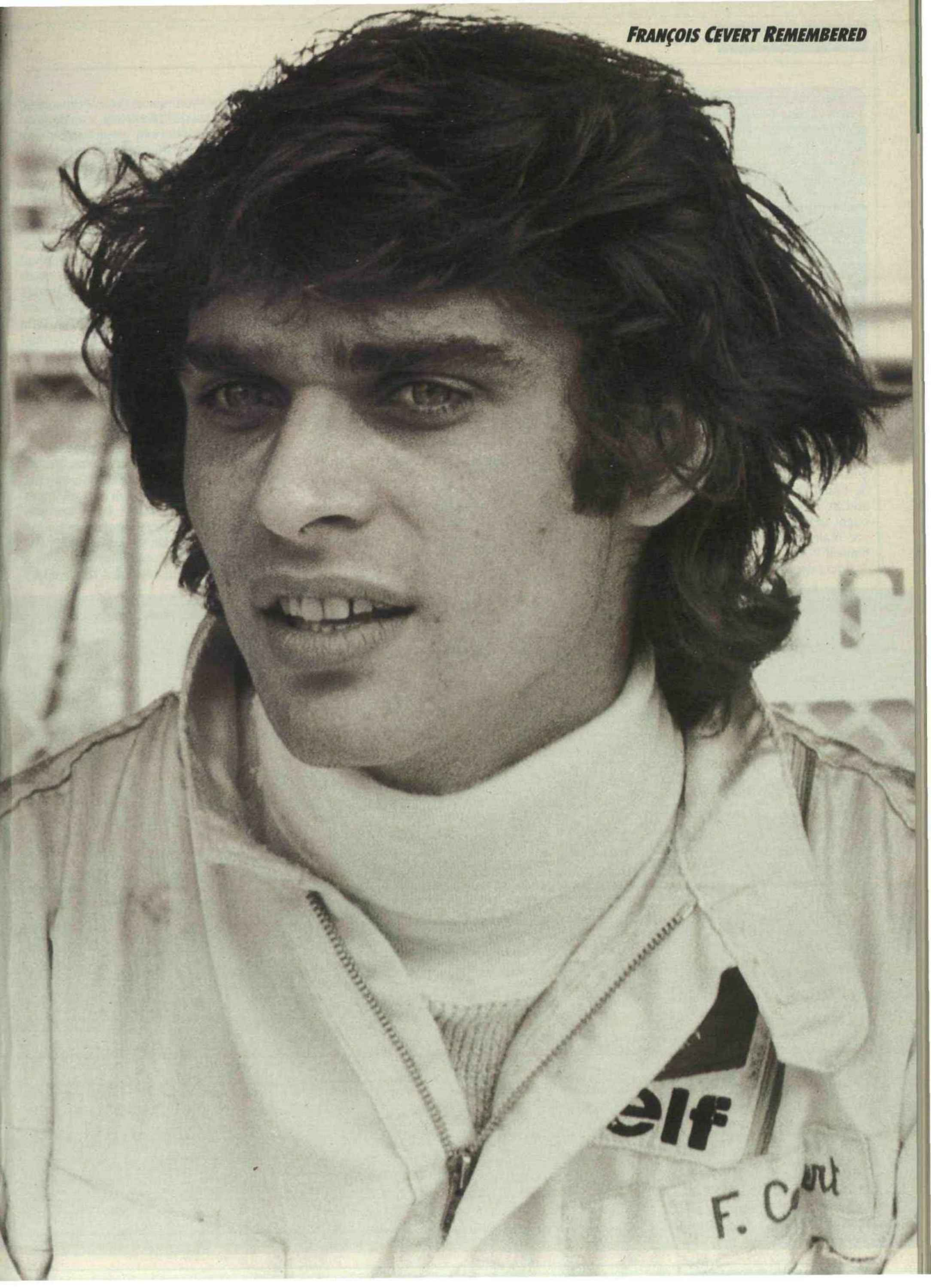
François was born on February 25, 1944, in occupied France. His father, Charles Goldenberg, was Jewish. Time and place being what they were, François, his brother Elie and sister Jacqueline were given their mother's last name. Charles did not approve of François' interest in motor racing. He was a jeweller, and felt motor racing was the frivolous pursuit of playboys. He did in time, however, come to admire his son for achieving success in such a difficult field, and with no help or encouragement from him. François was not the only family member to become involved in the world of motorsport. His sister Jacqueline was most taken by racing, was a fixture at many races,

The laughing cavalier

Just as he was poised to don Jackie Stewart's mantle, Fate overtook dashing François Cevert. We look back at the Frenchman's career



Dashing, and imbued with Gallic charm, François Cevert spent 1970 learning the F1 ropes with Tyrrell's March 701, and it wasn't until 1971, in the pukka Tyrrell (above at Barcelona), that his true ability shone through.



and went on to marry Jean-Pierre Beltoise.

Jean-Claude Hallé's biography on Cevert documents that François had seen a psychic as early as 1966, when he sought a sign as to how he might do in the Shell scholarship competition he was embarking on. He was informed he would win the challenge that was before him, and would achieve great fame and success, but would not live to see his 30th birthday. François shrugged it off to his then girlfriend, joking that it was all right because by then he would already be world champion. The ill-fated Watkins Glen weekend was the last race he was due to drive before turning 30.

His subsequent victory in that Shell scholarship helped him progress through the ranks, and by 1970 he was a significant presence on the Formula Two circuits, which in those days boasted grids peppered with the major Formula One stars as well. Jackie Stewart was racing in the Formula Two event at London's Crystal Palace circuit when he spoke to Ken Tyrrell about François. "Jackie approached me and said that he had followed this young fellow Cevert and he thought he was very good and we ought to have a look at him", says Ken. "It was really a bit of talent scouting by Jackie himself."

"I had raced against François in Formula

Two on more than one occasion", says Stewart. "I remember one particularly good race he had at Reims, and he had a good race at Crystal Palace. We saw quite a bit of him and we reckoned that he was very talented."

Cevert joined the Tyrrell team as Stewart's partner partway through 1970 following the sudden retirement decision of Johnny Servoz-Gavin following an eye injury that he had hitherto kept secret and which had caused him to crash in the Monaco GP. François drove his entire, and brief, three and a half year F1 career with Tyrrell until his death at that final race meeting of 1973.

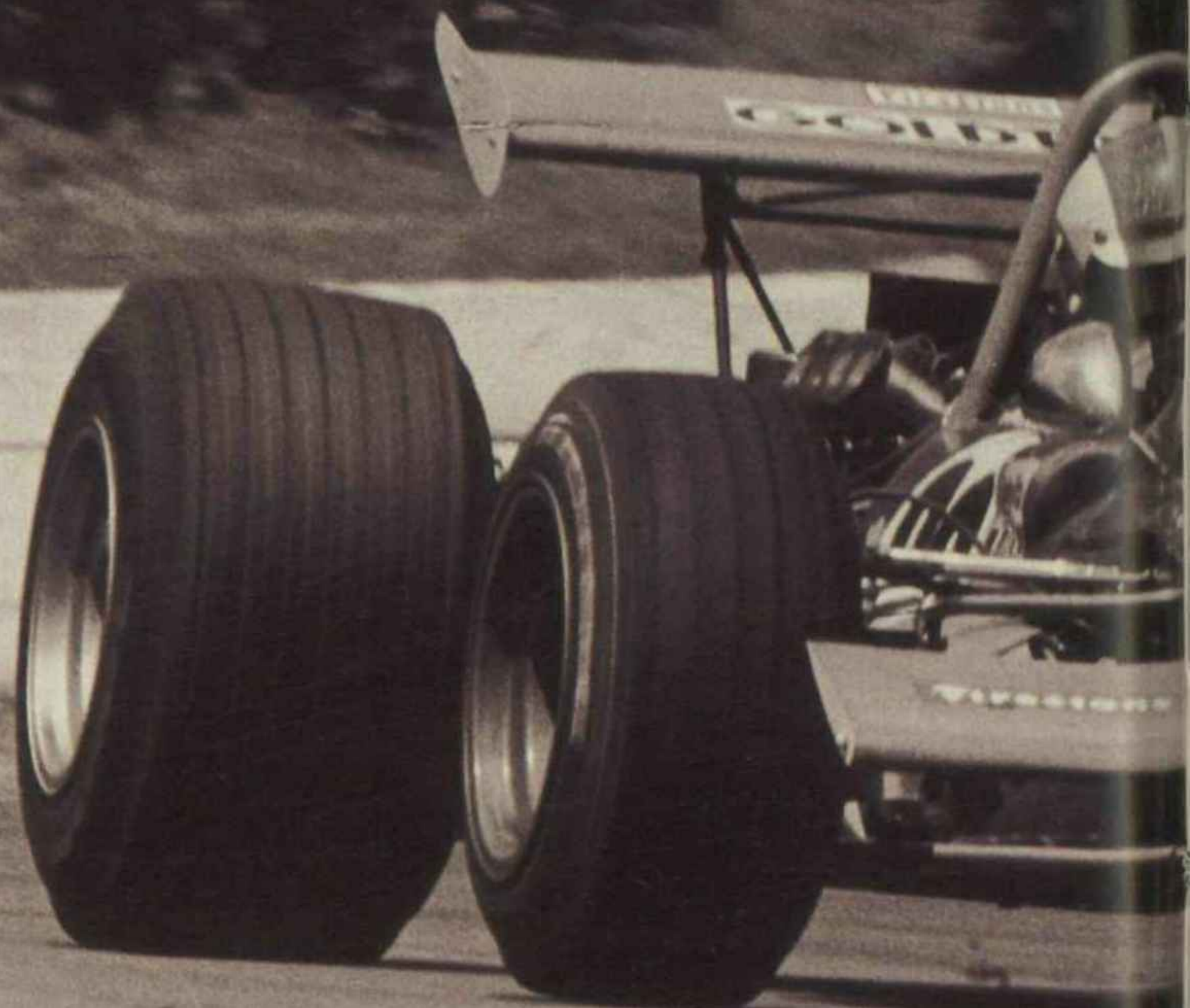
By 1971 his true potential was being realised by Ken. "Contrary to what a lot of people write, I have no special talents for recognising drivers that are good. If they're quick, they're good. In François' first full year, he finished second in France and Germany, and that's pretty good by any standards." Going one better in the final race of that '71 season (the US GP at Watkins Glen), François drove with as much pace as tactical circumspection, and netted his first, and only Grand Prix win. He was learning the lessons of his team-mate, and learning them well. He finished that first full season third in the championship.

"François and Jackie had a very special

relationship," Ken relates. "François sort of worshipped Jackie. There was a recognisable friendship between them which led Jackie to be very free with his advice, or teaching of François. I think that was a tremendous help to him, and François appreciated it a great deal."

Right from the very beginning we had a very good human relationship," recalls Jackie. "François more than anything else, apart from the talent, had enormous charm. And that was a human, natural charm. That wasn't just for the ladies, although he attracted a great deal of attention in that department. He mixed comfortably in with the mechanics and everyone else. Our relationship very much developed immediately into the professor and the pupil."

Following the 1973 German Grand Prix (a dominant 1-2 for Tyrrell on the daunting 14-mile Nürburgring circuit), Jackie told Tyrrell that he felt François was faster than him that day, and could have passed him any time he wanted. "That's what I felt," Jackie says. "I felt in my final year that François could have beaten me on more than one occasion. When I say he was faster, he wouldn't have done it for the full season and he wouldn't have won a championship at that time, as I think I knew how to control the pace of a race very well by

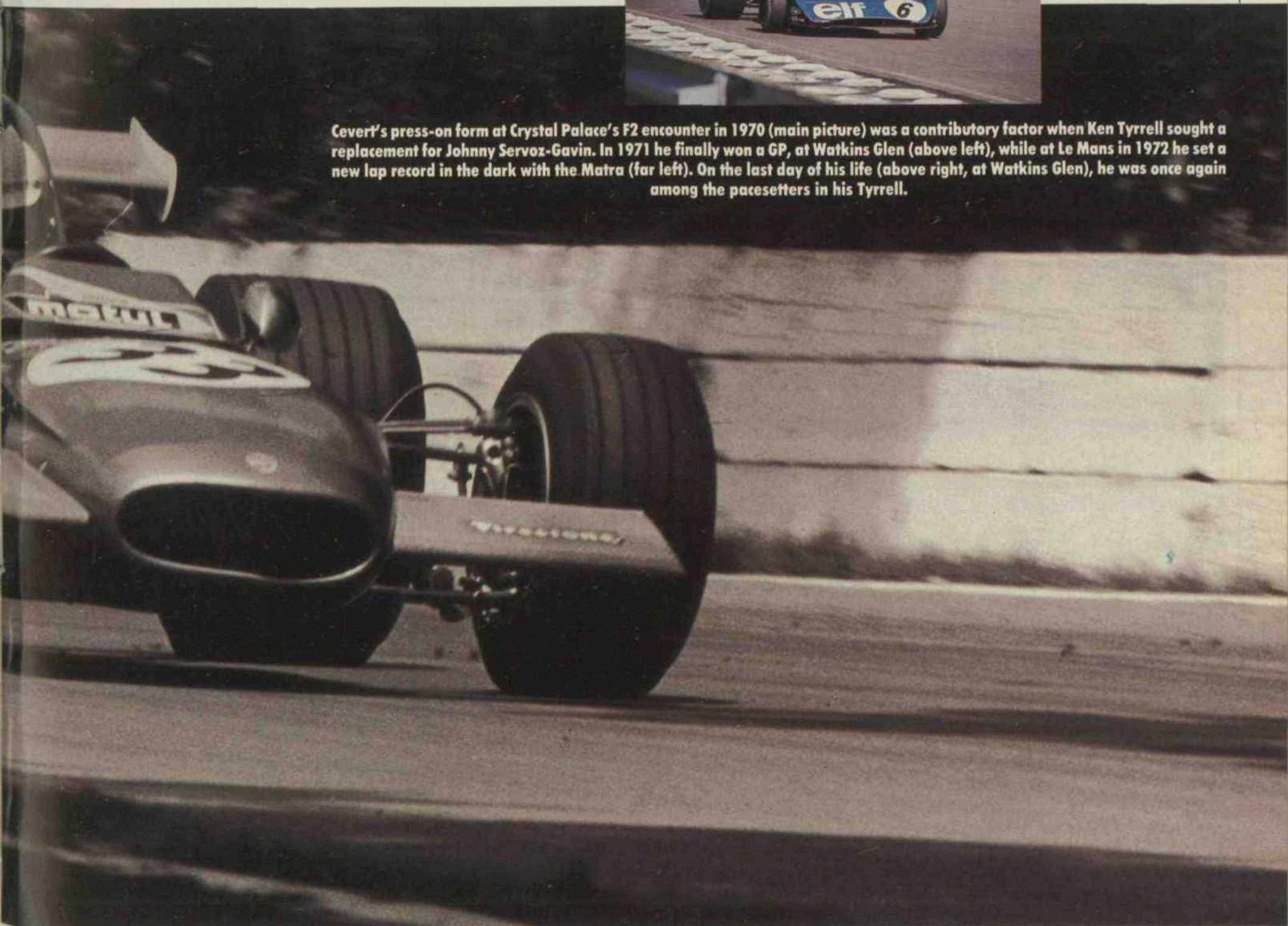


then, and I never went any faster than I needed to go. He was still obviously of more tender years and therefore his exuberance could have driven him on to be faster than I was. I liked that. I think I was thrilled because I had been part of his learning experience and obviously I'd passed on everything that I knew to him because I knew I was retiring. I had not held back prior to that. I had taken him around every race track, walked him around, driven him in a street car and had him follow me in a Formula One car. He knew everything that I knew and when you're young and bright-eyed and bushy-tailed, you can't always consume all the information. But if you're doing it for two or three years together, that information can be fed into the machine progressively, and clearly I was aware of that. He developed very well."

Considering the numerous second places Cevert scored in his career, with only the one Grand Prix win, was he a winner in the classic sense? "He was a winner", says Stewart. "I think he would have won the championship in 1974. The car (Tyrrell 007) was very good. I know this because I had been part of developing it. Clearly he would have shown the car in a better light than Jody Scheckter because Jody was coming into his first full season. I don't think Jody



Cevert's press-on form at Crystal Palace's F2 encounter in 1970 (main picture) was a contributory factor when Ken Tyrrell sought a replacement for Johnny Servoz-Gavin. In 1971 he finally won a GP, at Watkins Glen (above left), while at Le Mans in 1972 he set a new lap record in the dark with the Matra (far left). On the last day of his life (above right, at Watkins Glen), he was once again among the pacesetters in his Tyrrell.



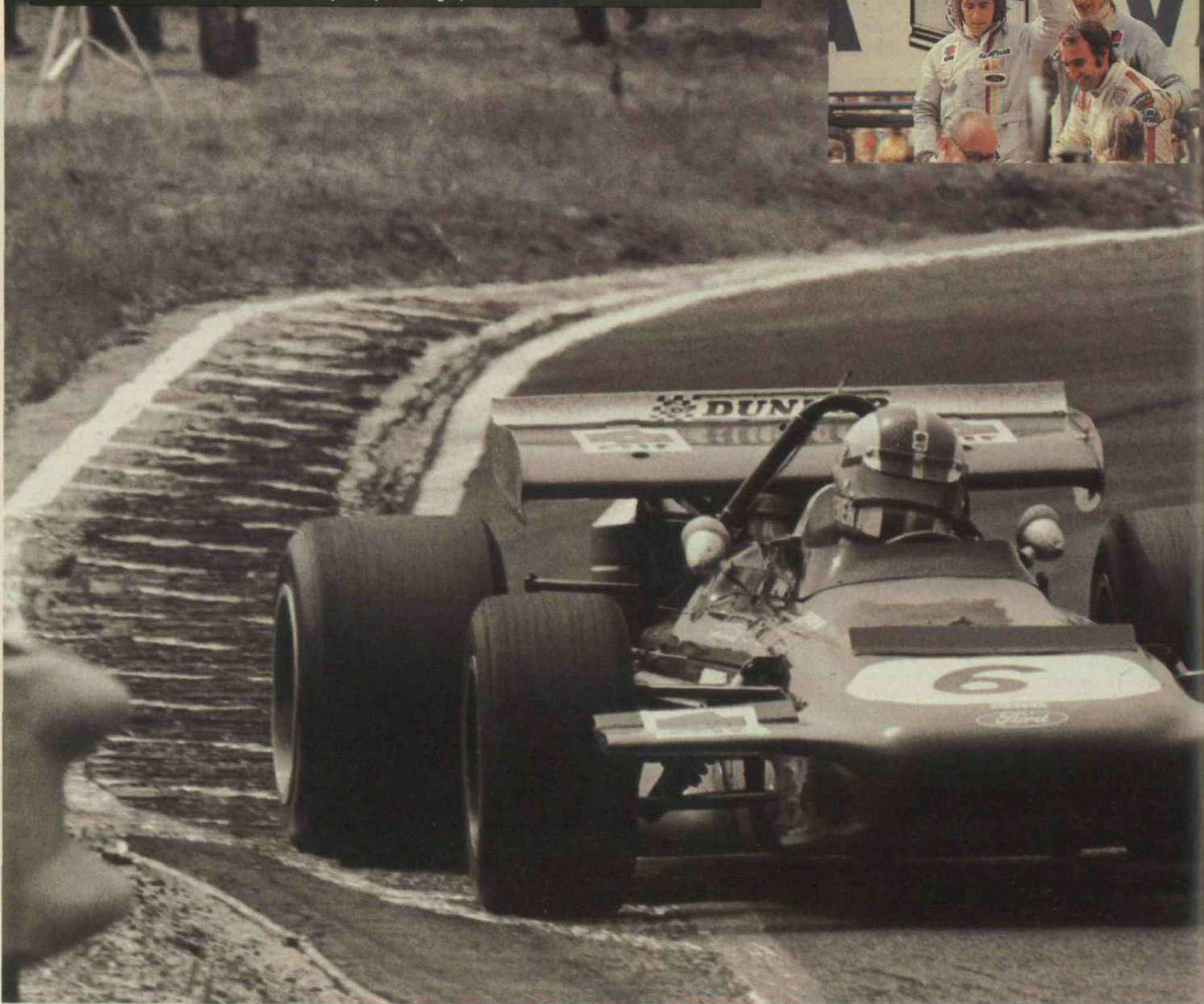


was ready to win races at that time." As it was, Jody only lost that '74 title at the final round, and by seven points. With François at the helm it does not require too much of a leap to suggest he would have clinched that close-fought title, and probably earlier than Watkins Glen.

Regarding François' numerous second places to Stewart, particularly in '73, Jackie says, "Keep in mind that in '73 I was at the very height of my career. For him to compete with me at that time, would be like me trying to compete with Jim Clark in 1968. I think I could have won the odd race, but I couldn't have taken the title from him because he just knew too much. In '73 I knew too much."

Ken Tyrrell concurs with Stewart's assessment of François' potential to take the title in '74. "We would have expected François to have performed better than did Jody. In '73 the Tyrrell-Ford 006/2 had won five races and had eight seconds, but

Tyrrell's March 701 was a beast (main picture), but by 1971 Cevert had matured into a rostrum finisher (right, with Stewart and Regazzoni at the 'Ring). He was reaching his peak in 1973, where forceful performances in Spain (above) and Monaco (far right) brought further praise from Ken Tyrrell (below right).



neither Jody nor Patrick (Depailler) could come to terms with that car and we had to build a more forgiving car to suit these two drivers in their formative years. The 006/2 was a very successful car, but it required drivers of a high standard to get the best out of it. You can have a car which is comfortable to drive and the driver can feel very confident in it. But it may not be quick."

The short wheelbase 006/2 of '73 had a reputation for being 'twitchy', and difficult to drive. This certainly contributed to Cevert's demise. "François' accident was awful", Tyrrell relates. "It was near the end of the last practice and he was confident he could achieve pole position. It was on his last attempt when he lost control and hit the guardrail. Of course part of the tragedy is that he would almost certainly have survived — walked away from that accident — in a modern Grand Prix car. Such is progress."

There was a bump in the middle of the Glen's treacherous Esses which upset the

balance of the 006. "Following the bump", Tyrrell continues, "was the guardrail where the race track went over an entrance tunnel to the inside of the circuit. So there was a guardrail right alongside the racetrack on either side, there being no room for an error at all."

Was the accident driver error? "It was a driver error," Stewart says, "only in the sense that the car hit a bump, and the day that he died I had the same thing happen but I was going through the corner one gear higher than him. I'm not sure it was the fastest way, my way, but because the car was very nervous in its movement, I had decided that if I stuck it into fifth gear rather than fourth it was more mellow through that series of corners. It happened to me, the same bump, and I could have ended up the same way as François actually. That's why I'm absolutely convinced that it was the bump and the reaction of the car. It got away from him and he hit the barrier on the right-hand side which rocketed him into the barrier on the left-hand side which caused all the damage. It was not over-exuberance. It could have happened to anyone. I mean, we were the fastest pair on the track. A Tyrrell would have won the race."

François' accident was one of those that created a hush around the entire circuit as drivers arrived on the scene and stopped, to eventually trickle back to the pits, ashen-faced. One veteran journalist said he knew it was all over for François when he saw Jacky Ickx arrive in the pits, and realised that Ickx was crying. The Belgian, he had noted, was not the sort of chap to cry. Hallé's biography documents that mechanic Jo Ramirez, weeping at the side of the track, said, "During one of his stops, just a few minutes before the accident François said to me: 'Watch my times, I'll fix 'em. Do you notice that I am driving Tyrrell number six, chassis number six, engine number 66 and that this is the sixth October? It's my day.'" The other small irony about Cevert's career was that the same circuit upon which he claimed is only F1 win — Watkins Glen — should also be the one which claimed his life.

He remains the only driver to ever die in one of Tyrrell's cars. What was the personal impact of such a loss? "François had become part of our little family", says Ken. "His enthusiasm and his character were such that he sort of lightened our lives. He was always outgoing and there was a sparkle about him. I've been fortunate in that I've not experienced a death of a young member of our close family, but the loss of François must have been close to losing a son. In the weeks following the accident I seriously, seriously considered leaving motorsport. But common-

sense prevailed I suppose and I hope that I've since contributed to the increasing level of survivability of the modern Grand Prix car. François' death did, however, change the way I dealt with drivers. I do now try to keep the personal relationship more at arms' length."

On François' particular strengths as a driver, Stewart says, "He was very quick and could drive a car to the limit very well. Keep in mind he was still a developing driver. His ability to set up a car had not yet developed. Like every young developing driver there is a peak and valley performance. He was planing out on that and was modulating that very well. There weren't the same peaks and valleys as there had been two years before or even one year before. He was (in '73) absolutely more consistent, but that's what experience brings. He was not overly impetuous, was very conscientious, and very fit."

"The difference between Jackie and François in '73," Tyrrell says, "was that Jackie was on a wind-down, and François still had it all to do. François was such an outgoing character that I would have said that he had no enemies. He was well-liked by other drivers except those who regarded him as a bit too quick for them, which is fairly normal."

Is there anyone amongst today's drivers who resembles him a little in terms of general demeanour or temperament? "I think, to some extent, Schumacher", says Stewart.

His best race? Jackie and Ken differ slightly in their opinion. "I think the US Grand Prix that he won", Stewart says. "He really drove a good race that day. I think also the time he was second in the French Grand Prix at Paul Ricard in '71." As for Ken, "I think the Nurburgring in '73 where he finished second to Jackie and could have won, but chose not to."

How is François Cevert remembered today? What most clearly comes to mind when he is thought of? "I still feel of him as still being with us", Stewart says. "We still have a beautiful photograph of him in our home. He was a great pianist. His great piece was Beethoven's Pathétique piano sonata. Every time I hear it there's only one man in my mind, and that applies to Helen and the whole family. I don't know if those who read this believe in life after death, but François Cevert's spirit is still absolutely buzzing around."

The final word belongs to Ken: "I suppose, and I'm speaking for my wife Norah now as well, we would like to think that if you heard a knock on the door and you weren't expecting a visitor and you opened the door and François was standing there, you'd be pleased about that." PD



EUROPEAN F3000 CHAMPIONSHIP

Lola's Nick Langley was looking forward to going to Spa. The company's Formula 3000 project manager has had a rum year in Europe, where not one T93/50 chassis has been sold, and he went to Belgium hoping to drum up business for 1994.

When he got there, the first thing he learnt was that there will, FIA ratification pending, be a ban on new cars next season . . .

This did not make his weekend.

The proposal has come from the teams themselves, and you can sympathise with their reasoning, even if the timing might be considered unfortunate. For several seasons now, they have been fighting to cut costs, yet they have had to contend with annual five-figure price hikes from chassis manufacturers.

Now, the boot is on the other foot. Both Lola and Reynard have devoted time, money and resources to evolving 1994 chassis, but their European market has been taken away at a stroke, leaving them to pitch for sales in recession-hit Japan.

"If they'd announced this at the beginning of next year, after we'd introduced the new car, I'd have been all for it," said Adrian Reynard after emerging from a meeting with teams' representatives in Spa.

"This way, however, we're going to have to divert staff onto other programmes. We'll be fighting hard to increase our presence in the Japanese Championship, and we'll have to cut back our presence at European meetings. The teams say they want an update kit for the 1993 car, and we'll be happy to produce one. We're always happy to try and match customers' requirements. I just think that this is a bit of a late call. It causes problems for us - we'll have to fragment our production process to build '94 cars and updated '93s - and it causes even more for Lola. The way I see it, it effectively freezes them out of the market altogether."

Lola, of course, could supply 1993 cars if asked, but as nobody committed to the chassis last winter, one doubts that they will this. One of the greatest ironies, according to Lola, is that they would have been able to supply the 1994 car for less than they could the 1993: the new model was, of course, designed with last winter's cost-cutting measures (see MOTOR SPORTS *passim*) in mind.

"We're not against the idea of change in itself," says Langley, "and we can see the need for cost-cutting measures. Fundamentally, however, there has to be rule stability if there's to be a long-term future. It's no good our investing time and money in new

cars if they're going to change everything at the 11th hour. They should have let us introduce the new cars, as we proposed originally, and *then* frozen the specification.

"I can't understand some of the teams' attitude. We also proposed a small increase in the minimum weight limit, to keep manufacturing costs down, yet they didn't want that. I hope there's scope for negotiation, because we're committed to the formula, and we'd like to do Europe as well as Japan."

If the ban on new cars is confirmed, it will certainly put an end to Lola's intentions to run a works car for Jean-Marc Gounon in the final two rounds of this year's championship.

The decision to freeze chassis specification was one of several things that emerged from a meeting at Spa between F3000 team representatives and Bernie Ecclestone. This, in turn, was the product of a new spirit of co-operation between teams. In the past, meetings between Ecclestone and the F3000 brigade have, allegedly, been rowdy and disorganised, as various team principals tried to chip in their twopenn'orth.

This time, the teams got it right. They



Panis mightier than the swarm? The Frenchman (inset) heads Coulthard and de Ferran at Spa (main shot). This quartet have established themselves as the class of the field.

thrashed out a set of proposals that were acceptable to everyone, and presented them, in civilised fashion, to Ecclestone in Belgium.

He was, apparently, receptive.

Apart from the move to retain current chassis, other ideas awaiting ratification by the next meeting of FISA's World Motor Sports Council, in October, include introduction of new cars for 1995 (the specification of which will be frozen for three seasons), an increased number of GP support races and implementation of a 10-race calendar, with a minimum of two weeks between events. Teams are to keep in close contact with Ecclestone whenever technical changes are proposed, and the latter has

agreed to help try and source technical support for the series.

Other issues, which will have to be resolved mutually between teams and suppliers, include capping engine costs and reducing the price of Elf's control fuel, which, at £11-12 per gallon, is rather more than one pays at Toddington services . . .

If Cosworth and Zytek have to detune their engines to accept lower-grade fuel, so be it. How many paying punters are going to notice a couple of seconds' increase in lap times?

We would argue that there are other things which need doing, too.

If only FOCA could be persuaded to include 20-minute Formula 3000 TV high-

lights as part of the build-up to live Grand Prix coverage on Sunday afternoons, it would make the product more saleable, and also introduce some of its bright young stars to a wider audience.

With a little effort, Formula 3000 could become a truly promotable accessory to F1.

At present, four drivers are proving to be the class of the 1993 field.

Olivier Panis, who scored his first win in the German GP support race at Hockenheim, hasn't been beaten since. At the Nürburgring, he controlled the race at his own pace. In Spa, he showed that he is also well-equipped to handle serious pressure, which he faced for the entire hour that the 29 laps took. His hat-trick of wins has shot



Cheap freeze?

EUROPEAN F3000 CHAMPIONSHIP

him into the series lead, and with the final two races on French soil the DAMS pilot has emerged as a clear title favourite.

David Coulthard had an off-weekend at the 'Ring, making several uncharacteristic errors, but bounced back to finish third at Spa, only ceding second place to close friend and rival Gil de Ferran after a baulky gearbox caused him to snag a downchange.

De Ferran was happy to profit from his pal's lapse. It gave him second place for the second time in as many weekends, and kept him on the fringe of the championship contest. After four retirements in the first five races (he won the other), the Brazilian's season has at last regained momentum.

The fourth member of the leading group is the most enigmatic. More often than not this year, Pedro Lamy has looked a likely race-winner, yet he is prone to errors of judgment redolent of the youthful Ayrton Senna. Remember how often the thrice

Chasing Panis, he spun off in an over-ambitious attempt to take the lead, which clearly angered his own Crypton team. "He doesn't need to drive like this," scowled patron Patrizio Cantu, frustrated at the unnecessary profligacy which is costing vital championship points. "He was the fastest man on the track, and he had plenty of time left to try and overtake."

If the initial manoeuvre was rash, it could be attributed to youthful misadventure. Lamy is younger, and less experienced, than his closest adversaries (both Coulthard and Panis are in their second seasons of F3000, while de Ferran had two competitive seasons in F3 to Lamy's one). What followed, however, was just plain stupid. Lamy attempted to rejoin, via means of a spin-turn, in the face of oncoming traffic. He missed de Ferran by a tyre-valve, but in regaining the circuit he actually blocked it. The next car along, Alessandro Zampedri's,

David Coulthard (below) had an off day in Germany, where Gil de Ferran (right) scored his first finish since May. Insets: Alessandro Zampedri (above) is showing improved form. Vincenzo Sospiri (below): Mr Consistent.



world champion used to damage his F3 car when chasing Martin Brundle in Formula Three? A championship that could, and should, have been settled by August ran all the way to the final race, which Brundle entered with a one-point series lead, because of Senna's frequent refusal to accept second place.

If anything, Lamy's mistakes have been more disturbing. At Enna, we witnessed unsubtle tactics as he shoved Coulthard out of the lead. The Scot's eventual victory was poetic justice.

In each of the last two events he has, if anything, been less responsible still. At the 'Ring, he spun off while chasing de Ferran and drove straight back on to the track, T-boning the innocent Paul Stewart. Later, he nerfed Coulthard off the track again, and while his recovery was startling in its efficiency – he got as high as second before spinning off again, and finishing fourth – people were beginning to think his methods unsavoury.

At Spa, he went over the top.

was left with nowhere to go. The Italian, third at the Nürburgring and running much better since the Nordic team adopted a new, Nick Wasyliw-designed differential, jinked to the right, at which point Lamy simply accelerated into him. Once again, the Portuguese escaped with his car intact, while Zampedri, justifiably furious, was left to scramble from his crippled machine.

Thereafter, Pedro hauled his way up to fourth place by conventional means, but his actions earned him an interview with the race stewards... who proved to be as mild as Lamy was aggressive.

In the morning, they'd fined Paolo delle Piane \$1000 for overtaking under yellow flags during the warm-up. Fair enough, that's a clear transgression of the rules. In his defence, however, delle Piane had overtaken team-mate Massimiliano Papis who, cruising back to the pits, had actually waved him through.

Given the above information, it seems incredible that they should have allowed Lamy out of the office with no more than a

slapped wrist. At a formative stage of his career such as this, he should surely have been given a sterner lesson? The original incidents with Coulthard at Enna could be overlooked. You get races like that, from time to time. But when he drives three other cars off the road in the space of six days, one can see a pattern emerging.

Make no mistake, Lamy is a major talent (who is presently pushing hard to find a spare GP seat in the forthcoming Portuguese Grand Prix).

It just happens to be flawed at present.

He has time on his side and he will mature, of course, but his current impetuosity needs to be addressed by the authorities, and urgently.

As things stand, he retains a realistic chance of the European F3000 title, lying just five points adrift of Panis, two clear of Coulthard and six ahead of de Ferran.

It's hard to see the title escaping one of these four, although Olivier Beretta retains a mathematical chance of success. The latter has more or less given up the chase,



however, judging by his reaction post-Spa, when his first question to approaching journalists was: "Have you worked out the championship points yet? How far am I off second place...?"

Though quick on his day, the pleasant Monégasque has only once, at Hockenheim, repeated anything like the form that brought him victory in the season-opener. At present, he exists in a sort of sub-class beneath the top four, wherein lurk others such as Vincenzo Sospiri (a points-scorer in each of the last five races), Paul Stewart, Giampiero Simoni, Emmanuel Collard, Franck Lagorce, Michael Bartels, Jordi Gene, Jean-Christophe Boullion, Massimiliano Papis, Paolo delle Piane, Yvan Muller, Jérôme Policand and the aforementioned Zampedri who, confidence buoyed of late, has shown signs that he is capable of joining the elite.

In addition to controversies surrounding driving standards and future regulations, the past month or so has been marked by several other outbreaks of political intrigue and turmoil.

Sospiri and Simoni, like Omegaland duo Policand and Muller, arrived at the Nürburgring to find that traction control was banned forthwith. Both teams had been in transit when the news was announced, and Omegaland – which had spent two days fine-tuning the system at Le Mans Bugatti, where Muller had lapped faster than Panis – was particularly miffed to learn upon arrival that its efforts had been a waste of both time and money. Less publicly, it was also galling for the TWR team, which had secretly developed a system of its own in conjunction with F1 partner Benetton. Whereas the Zytec-Judd KV engines of Mythos and Omegaland featured traction control as standard, Cosworth had long since made it plain that its AC was not designed to take such a system; as it transpired, Jordi Gene got no further than testing it at Snetterton on the very day that the ban was confirmed.

Again, the ban drew conflicting views. Yes, traction control adds to the cost, but for a two-car team the cost of running Zytec-Judds with the system works out around £40,000

cheaper than running Cosworth ACs without.

While it is encouraging that teams are gradually filtering onto the same wavelength as each other, it is imperative that a compromise acceptable to both them *and* their suppliers is struck sooner rather than later.

The fate of once affluent title contender Il Barone Rampante is a stark reminder of how quickly things can go wrong. The Italian team propelled Alessandro Zanardi to second place in the 1991 championship and Rubens Barrichello to third last season.

At the Nürburgring, Jan Lammers was forced to hire his race car back from lawyers acting for Reynard, who had impounded the team's equipment pending settlement of debts believed to total around £200,000. IBR had until Spa to make up the deficit but, having failed to do so, its assets were lodged with a Belgian court, where they remained at the time of writing.

That alone should serve as a warning shot to all concerned that great as Formula 3000 might be *technically*, there are practical issues which require urgent attention. SA

Finntasi



Juha Kankkunen (main shot and celebrating, above right, with Denis Giraudet) just held off the Subaru challenge. Vatanen's new Impreza was the meat in a Celica sandwich at the finish (below).

a



When Mikko Helander, then manager of Finland's Teboil Team which existed to help promising private drivers, told me after an Arctic Rally many years ago that a little known driver called Ari Vatanen would one day become world champion, I was sceptical. I had been approached by self-considered talent scouts many times before and I was not easily convinced. A few years later, after Vatanen had begun to make his international mark, the same Helander introduced me to another of his "promising youngsters"

– Juha Kankkunen.

This year, those very same two drivers held off the entire field on the 1000 Lakes Rally, indulged in a stirring personal duel and finished the event in first and second places, less than a minute apart. They, and others since, have much to thank Helander for.

Much of the steam has been taken out of the World Rally Championship by FISA's dictum that, whilst drivers' points are scored by anyone getting inside the first 10, manufacturers' points can only be gained by the results of those drivers, again in the top 10, who have been nominated by their teams at least a month in advance. It is a grossly unfair rule which creates needless additional administration. If a driver is good enough to get into the first 10 and score points for himself, then his make of car also deserves recognition, whether he is a professional works driver or a rank amateur.

This year, after nine qualifying events, just five makes appear in the list of those who have scored points. Had the stunting, restrictive nomination rule not been introduced, by this time there would have been 11.

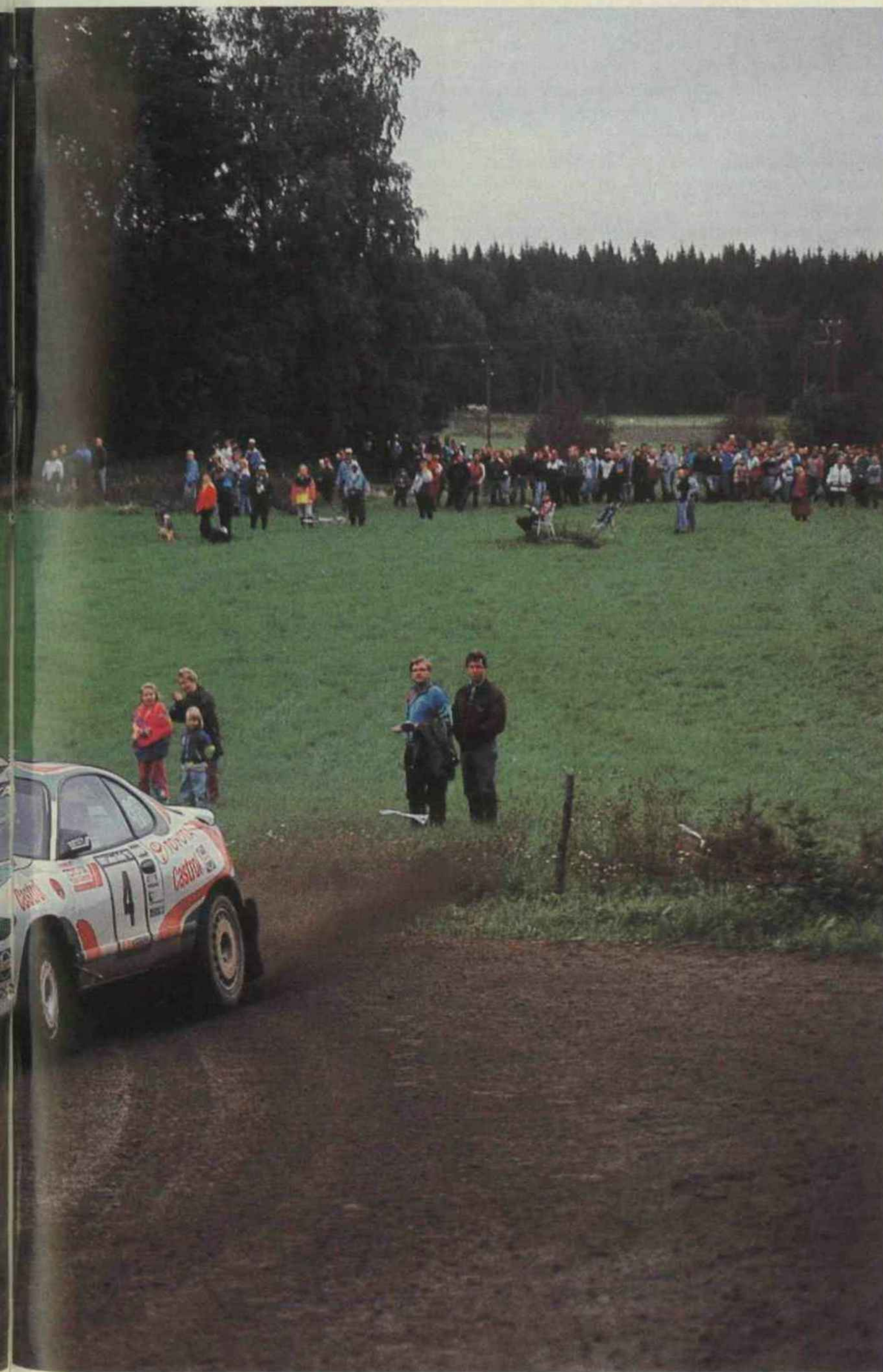
Would that not offer greater incentive to manufacturers and encourage them to support the potential points scorers among private entrants?

The field in Finland's 1000 Lakes Rally at the end of August was thinner than it has been for years, although the figure of 113 starters is one which some other organisers would more than welcome. There were only three teams with nominated drivers, for instance, each of them with Japanese cars – Toyota, Subaru and Mitsubishi. There were no works Fords as such and no Lancias from the Jolly Club, although the Astra team did take a well supported Lancia Delta integrale for Tommi Mäkinen/Seppo Harjanne and there was a substantial Ford presence to back one of Malcolm Wilson's Escort Cosworths, which Wilson himself drove with Bryan Thomas. Sebastian Lindholm and Timo Hantunen drove an Escort Cosworth for Ford Finland.

Toyota Team Europe had three Celicas, one of which was driven by Juha Kankkunen who this time had Frenchman Denis Giraudet as partner, his third co-driver this year after regular man Juha Piironen collapsed in Argentina with a brain haemorrhage, from which he is steadily recovering after surgery.

The other two Celicas were driven by Didier Auriol/Bernard Occelli and Hannu Mikkola/Arne Hertz. The latter crew has been in the sport for more years than either of them cares to remember. They were asked to drive the car in recognition of the fact that it was Mikkola who gave Toyota Team Europe its first World Championship win, driving a Corolla on the 1000 Lakes Rally in 1975 (Canadians Walter Boyce and Doug Woods were the first to win a WRC round in a Toyota – the Press-on-Regardless Rally of 1973).

Mikkola is still competitive and it must be said at the outset that his performance on the event this year was tempered by the fact that his car was being used by the team as a competing test-bed, both for parts and for settings.



Subaru, with McRae's New Zealand win under its belt, finally gave the go-ahead for Prodrive to use the new Impreza in the World Championship, rather than the Legacy, and it was this car which appeared in Finland; two of them, in fact, driven by Ari Vatanen/Bruno Berglund and Markku Alén/Ilkka Kivimäki. The car has several innovations, including a semi-automatic gearbox which can change ratios via buttons on the steering wheel.

Colin McRae was not with the 555 Subaru team in Finland. Having won the New Zealand Rally, he was well placed in the Asia Pacific Rally Championship, so he stayed in the Far East to tackle the Malaysian Rally, which he also won.

Mitsubishi Ralliart went with two Lancers for Kenneth Eriksson/Staffan Parmander and Armin Schwarz/Nicky Grist, the latter back in his contracted place after having twice been released to partner Kankkunen.

There was a third Mitsubishi, a Galant for Lasse Lampi/Pentti Kuukkala. Although Lampi has been Ralliart's test driver for several years, his entrant on this occasion was Ralliart Finland and he was not one of the UK team's drivers nominated to score manufacturers' championship points. Two other Galants entered by the Finnish team were Group N cars driven by Jarmo Kytölehto/Arto Kapanen and Jouko Puhakka/Keijo Eerola, whilst a third Group N car was entered privately by Juha Hellman/Tapio Järvi.

Other private entrants were Marcus Grönholm/Voitto Silander in a Toyota Celica, Esa Saarenpää/Lasse Hirvijärvi in an Audi Coupé S2 and Mika Sohlberg/Risto Mannisenmäki in a Mitsubishi Galant. Mikael Sundström was to have driven a Mazda 323 but he did not start.

Prominent among the 2wd cars was the Opel Astra GSi driven by Belgians Bruno Thiry/Stéphane Prevot, whilst others were the two works Skoda Favorits of Pavel Sibera/Petr Gross and Emil Triner/Jiri Klíma.

There were three works Ladas from Russia for Aleksandr Artemenko/Viktor Timkovski, Sergei Aljasov/Aleksandr Levitan and Aleksandr Nikonenko/Sergei Talachev. There were several private drivers from former Soviet states and even some privateers from outside Europe, including the Ivory Coast and Japan. A Taiwanese entry did not materialise. There were no works Trabants or Wartburgs this year, but a private Wartburg 353 did turn up from Germany and this, with a locally entered similar model, provided a familiar, echoing ring-a-ding-ding in the forests.

The 1000 Lakes Rally, based at Jyväskylä, in central Finland, has gone back to a three-day format after spanning four days for a few years, and this resulted in three early morning starts and two late evening finishes this year. Each of the three legs started and finished outside rally HQ at the Sandpiper Hotel in Laajavuori, on the outskirts of the city, and they contained 15, 13 and seven special stages respectively. Total distance was 966 miles, of which 315 were devoted to special stages. The first and second legs each included two half-hour

regrouping stops, and the whole resembled an extended cloverleaf pattern.

Late August is well into Finland's Autumn and, although it can be so warm and sunny that swimmers and sauna-takers still head for the lakes, it is equally likely to be cold and wet. Indeed, if you have experienced a really wet 1000 Lakes Rally you will be in no doubt as to the origins of all those of lakes. They materialise from the sky each August!

Many of Finland's country roads have dirt surfaces. They are well founded and impacted – some are even bonded – but the surfaces are kept tarmac-free so that the ravages of seasonal temperature extremes are easier and cheaper to repair in the springtime. Strangely enough, some of them have surfaces which provide more grip when they are damp than when they are bone dry, which was often the case this year, when some stages were really soaked, some just damp and others dry.

On such roads, some public and some owned by forest companies, are the special stages held. They all share a common engineering feature; they have no cuttings or embankments, but go over all the crests and down into all the dips, giving rise to the unique characteristic of this event, the number of jumps equals the number of lakes!

Throughout most of the reconnaissance period it rained quite a lot in central Finland and there were even fears that some roads, particularly those in the northerly part of the route, would become too soft to use. But the sun came up, dried them off to a considerable extent and all was well.

The Friday of the start dawned under heavy cloud and much rain, and drama started even before cars got to the ramp when Mika Sohlberg, having joined the queue, could not restart his Galant's engine. It had to be pushed to the ramp, after which mechanics got it going again, albeit with a 60s penalty for being late at the start and another 30s for not having the engine running.

Disaster struck on the very first stage for Subaru. Alén, a man of immense 1000 Lakes experience, entered a corner slightly too fast, slid off the road, hit a rock and smashed the radiator. Nothing could be done, so the disconsolate pair returned to Laajavuori where Alén admitted, "My fault. I go too fast."

At first it was suggested that Alén had muffed a button gear change, but this was not the case. However, it should be said that both Alén and Vatanen considered themselves too inexperienced with the steering wheel gearchange buttons to use them on special stages in their first rally with that system. Instead, they changed gear conventionally on the stages and used the buttons on road sections to get used to them.

Weight saving is so important nowadays that even spare wheels are considered superfluous by works teams, especially those using foam-filled Michelin ATS tyres. But when the route between two stages is declared a no service area, a spare is usually loaded into each car for those two



stages. This was the case with stages three and four.

By this time, Sohlberg had bent his right rear wing and suspension arm, whilst Grönholm had to drive in silence for one stage having unknowingly knocked his intercom switch off.

No matter how much testing is done, when a rally starts it begins all over again as drivers strive to get their cars as to handle just as they wish. No amount of testing will equal actual competition, and "harder", "softer", "higher", "lower" were words frequently shouted by drivers to mechanics as they arrived at service areas, especially on the first day.

Auriol tried several remedies to prevent the rear of his Toyota sliding too much, deciding eventually that a stiffer rear anti-roll bar made the car behave as he wanted. Vatanen, on the other hand, went for harder front shock absorbers on his Subaru, and this seemed to do the trick.

Saarenpää's engine was not behaving as



Pressing on: Ari Vatanen led periodically, but was unable to maintain his pace to the end.

it should and when trial and error indicated that the engine control computer was the likely culprit, he settled down to grin and bear it. He simply had no spare. Thiry, understandably, was experiencing considerable wheelspin in his fwd Opel, but this he had expected. Indeed, he was driving carefully for two reasons; he was interested only in the 2wd category, and he had made his notes using an Isuzu Trooper, which meant that they were very much on the cautious side.

Lindholm's misfire throughout the morning was cured in the afternoon, but it took the replacement of several parts (the rack twice) until a new pump restored his steering's hydraulic assistance. Schwarz said that his Mitsubishi was oversteering too much, but Eriksson seemed to be happy with his.

Wilson bent a strut, whilst Kivenne lost some seven minutes when he stopped to change a wheel after a puncture and discovered that the tyre had wrapped itself

really tightly around the backplate and brake disc. On the same stage, the removal of a red post box by a householder confused several drivers, Vatanen included, who had included the feature in their notes as a landmark. They should have known better. Red post boxes abound in the Finnish forests and many local dwellers make a practice of taking them down before the rally in order that they might not be knocked down.

After a short regrouping stop outside Jyväskylä, the first early evening stage was in the city centre, starting on a tarmac dual carriageway and then entering a park. Indeed, it is one which goes back to the '50s, although the roads are not quite the same any more. Grönholm spun off backwards on this one and hit a kerb which not only punctured his right rear tyre but broke the wheel and a suspension arm. The damage was put right, but the rear wheel alignment was not reset. Later, the brake on that wheel caught fire, whereupon Grön-

holm stopped at a TTE service point where the mechanics obligingly extinguished it.

Following front differential failure, Schwarz had his front drive uncoupled. He then tackled the final stage of the day before the offending unit was replaced just before the end of the leg at Laajavuori. Auriol, running first on the road, was confronted by an elk on one stage, which is not at all uncommon, but the rumour that a crocodile had been spotted in one of the lakes was a definite spoof!

On the last stage of the day Wilson, who had been up in fifth place, rolled. He hurt his right shoulder but was determined to carry on, especially as an on-the-spot scrutineer at the end of the stage said that the car, although badly damaged, was fit to continue. At service afterwards, there was much hammering and pummelling. All the suspension and transmission was replaced at the left rear, whilst at the front right the oil cooler, strut and turret were all changed. There was no time to change the turbochar-

ger or the front right half-shaft, but this work was done the next morning. The broken windscreen was replaced in the closed park that evening, as the rules allow.

Schwarz finally had his new front differential which cured the bad handling, whilst Eriksson had a new gearbox after he found it jumping out of fifth on the last stage of the day.

Kankkunen had held the lead throughout the day, but finished only seven seconds ahead of Vatanen, a very small margin after charging through some 111 miles of dirt roads bordered very closely much of the way by stout trees. Auriol was only another three seconds back, whilst Mäkinen was another 1m 58s behind, 27s ahead of Eriksson.

Mäkinen seemed to be the happiest man at the Saturday morning restart. He explained by saying, "I started at number 13 and I have been driving in the ruts of the cars ahead all day. Now I am fourth, and the roads will be cleaner." He changed his tune as the day progressed, for the corner-cutting antics of the leading three threw rocks, gravel and even tree branches on to the road. He marvelled at the tyre marks left by Kankkunen, Vatanen and Auriol. "They spend more time going through ditches, cutting across field corners and flattening bushes than they do on the road itself. Anything to save split seconds."

On the first stage of the day, Vatanen was fastest by 2s from Kankkunen, but the latter commented, "The first stage of every day is just to wake you up properly." As if to confirm this, the Toyota man was quickest on the next one, although Vatanen was slowed somewhat by a puncture.

Before the second stage, Wilson had new front struts and rear brake pads, but this was to little avail. On that 19-miler there is a well-known triple-jump and here he rolled again. This time, there was no carrying on. Not only was the car so far off the road that following drivers didn't see it, but Wilson had banged his right shoulder again and he was in even more pain than before.

He was taken to hospital by helicopter and later released, but back in the UK he was found to have a cracked shoulder blade.

Meanwhile, Mikkola was given a new turbocharger and exhaust manifold, whilst Eriksson and Schwarz also had new turbos. The latter's gearbox gave some trouble after this; he could change up to fourth, but not down into it.

The Mitsubishi's didn't seem to be on the pace at all, although Lampi said that today's cars were largely as they were two years ago. "We have found very little that needed changing." Ralliart's engines are still provided by Mitsubishi in Japan, whereas Prodrive's Subaru engines are now made up in the UK.

Auriol was making very respectable progress to hold a good third place, but even so he was trying to find an explanation. "Am I making the wrong tyre choice, or is it just that the two fighting Finns are better? I don't know."

As the day progressed and the rally

neared the regrouping stop at Valkeakoski, the weather brightened, the roads became drier and some patches of blue sky even became visible. But there were still wet patches of surface here and there and drivers had to be prepared for sudden slippery bits.

On SS20, fifth of the day and the last one before the short Valkeakoski stop, Auriol was fastest, but both Kankkunen and Vatanen had been off the road, the former going wide at a slippery bend instead of cutting it and the latter being very lucky indeed not to find any hidden boulders in the grass which he crossed at very high speed. Sohlberg went no further than this after breaking a gearbox shaft.

Mäkinen's fuel flow problems had been solved, finally, by the simple remedy of changing the filter, whilst Lindholm needed a new front halfshaft after that on the car broke on the Tampere town stage, causing a spin. Mikkola also spun on this short but tricky mixed stage. Grönholm, his experience on the Jyväskylä Harju stage the previous day still ranking in his memory, took it easy on this one. He commented afterwards, taking the words from many a driver who has called FISA every name under the sun for introducing so-called 'superspecials' to woo TV companies, "You can gain nothing from these little Mickey Mouse stages, but you can lose everything."

Auriol jumped awkwardly on SS24 and landed very heavily and steeply nose-down. His sump guard was immediately ripped off and both front shock absorbers broke. He struggled to the end of the stage where he left a pool of oil on the ground, later found to be due to a broken gearbox oil cooler. As much work as possible was done on the car after that stage, but some had to be left until after he had tackled the next one, including realignment of the front wheels.

On the next stage, Kankkunen collected two punctures, the first by entering a ditch and the second by going off the road again. But again the Michelin ATS foam filling saved his bacon and his time loss was minimal. However, Vatanen was by then only seven seconds behind, an astonishingly small margin considering the furious fighting that had been going on.

The two crews and their two cars were certainly well matched although, with no disrespect to Giraudet, Kankkunen did admit that he was relying on his own memory at least as much as he was on the notes being read to him, which is no more than one could expect when a highly experienced Finnish driver, competing on his home ground, is partnered by a relatively inexperienced foreigner. Kankkunen has always used English notes, even with his long-time partner Piironen, because the words are short, almost always monosyllabic, have unique sounds and are unlikely to be confused with other words in the note system.

On stage 26, immediately after the Jämsä halt, the situation changed. It was the 13-mile Vaheri stage, known to be one of Vatanen's favourites. He took all of 10s from Kankkunen on this one, moving into a 3s lead.



Tommi Mäkinen (above) heads for fourth. The Mitsubishi's were off the pace, but Kenneth Eriksson salvaged fifth (below). Right, Hannu Mikkola was entrusted with the development Celta.



When they got to the end of the stage, neither Vatanen nor Berglund needed telling of their time. Their own stopwatches told them everything and, as they waited for their card to be marked, they punched the steering wheel, the roof, the seats and the doors with unrestrained glee, not caring about anything at that moment except demonstrating their delight.

The next stage was due to start at 8.24 pm and crews were having their front light clusters fitted at service. Ironically, this proved to have a diminishing rather than beneficial effect on Vatanen's forward visibility. The Impreza has been put through all manner of tests, including spells in the wind tunnel, both with and without the front light cluster fitted. But it had never undergone wind testing in the rain with the cluster fitted.

Without the cluster, rain is channelled to assist turbocharger cooling, but when the cluster was fitted the airflow was disturbed so much that, on the stage, rain water found its way into the heater system, with the result that the windscreen interior immediately misted up, and continued to do so all the way to the end. Peering through the less than transparent screen, and having to wipe it every few seconds with a glove, distracted Vatanen so much that he lost time and dropped back to second place, two seconds behind his rival.

On the previous stage he had found peak form and was in good mental shape to keep it to the end. But the misting incident floored him completely and, as Berglund said the next day, "We just couldn't get into the groove after that."

One stage later, it was Auriol's turn to drive in similar conditions. His earlier gearbox oil cooler change had left considerable oil in various recesses around the engine and, when heavy rain began falling, the whipped up oil emerged from beneath the



bonnet as a fine spray, frothed with the rain and turned his screen into a milky mess which the wipers and washers couldn't dispose of properly. Vatanen also spent much of the stage with just one hand on the wheel, the other wiping mist from inside his screen.

Back at Laajavuori, Kankkunen's lead over Vatanen was 17s, whilst Auriol was another 61 seconds behind. The ever-present Mäkinen was another 2m 45s behind, 75s ahead of Eriksson.

Before entering the closed park there was another service session where everyone indulged in routine replacements and general tightening-up sessions. In addition, both Auriol and Kankkunen had new front and rear differentials, Kankkunen also a new gearbox. Mikkola's car was given new struts and halfshafts, but the differentials were not changed.

Vatanen was given a new gearbox and rear differential, whilst Eriksson's car was given a new turbo and gearbox. Schwarz had halfshafts and suspension parts replaced, whilst Lindholm seemed content just to have his exhaust pipe welded.

The final day, with seven special stages between 7.20 and 14.25, might have appeared to some as a mere epilogue, but those stages totalled 53 miles, and the longest of them, fourth from the end, was 17.6 miles long, so there was a definite sting in this tail and the situation was by no means resolved after just two days.

Whether Vatanen had also accepted Kankkunen's maxim that the first stage of a day is just to wake the drivers up will probably not be known, but neither was fastest on the first stage of day three. That honour went to Mäkinen who himself had taken to charging across corners, both to straighten them and to lessen the effective distance. Alas, on the second one he lost what he had gained by spinning twice. Vatanen said afterwards, "There was a corner

which was tight in my notes but I followed Juha's tracks and it was then a lot less tight. We went right through some berry bushes in a farmyard. I hope the farmer isn't upset."

After the second stage of the day there was a 'no service' road section leading to the third. It was deserted, save for one of the information team crews leapfrogging around to send news back to headquarters. Ahead of time, the leading runners stopped, exchanged pleasantries and were generally relaxed. There was none of the tension one would associate with the final stages of a closely fought rally yet to be decided. But during that time-killing 10-minute stop tyres cooled to less than their optimum temperatures, so zig-zagging down the dirt road was a common indulgence for all crews as they departed. The most ebullient was Vatanen, drawing a remark from Mikkola, "These youngsters obviously can't get enough on the special stages!"

On the next stage, Vatanen lost 10s to Kankkunen and on the next another 10.

That settled it. There was no point in fighting any longer and both knew that nothing was going to change. Vatanen said, "That's that. When I got ahead yesterday I felt on peak form, but the screen misting really put me off and I couldn't get the same feeling back. Juha deserves his win every bit, but he's a lucky guy."

In the final stages, Grönholm drove more than four miles on a flat front right tyre after a puncture, whilst Saarenpää finished a stage without his front right tyre, his half-shaft broken and the disc, caliper and suspension arm all damaged. They were changed after the stage and he was in no danger of failing to finish.

As if to make a point, Vatanen pulled out some stops on the final stage, but spun and did not get anywhere near the fastest driver, who happened to be Tommi Mäkinen, a man who really must very soon be snapped up by a full works team. He certainly has a talent which any astute team manager should have noticed by now.

At the finish, it was good to see Juha Piironen up on the ramp to greet Kankkunen, his partner and friend of many years. It was equally good to hear his typically humorous remark that he now has a competition with his toddler son as to who will learn to walk first . . .

In the Group N category, three Mitsubishi's finished ahead of the pack, Jorma Kytölehto taking 11th place overall and winning the category by less than a minute from Juha Hellman. But he's far from taking the series as a whole, an object which is not in his sights anyway. Kankkunen has extended his lead over Auriol in the drivers' category of the World Championship to 20 points, whilst Delecour is just a single point behind Auriol. But drivers' laurels are nothing new to Toyota. What the team has its eye on this year is the makes' series, which it has never won. It is now 20 points ahead of Ford and 58 ahead of Subaru, certainly in a good position to take the crown with just four events to go. Even Kankkunen says, "I have already been champion but my team has not. That is my main objective the year; to get that crown for Toyota."

Next round is the Australia Rally, which was taking place as this issue was being printed. **G P**

1000 Lakes Rally (Finland) – 27 - 29 August, 1993

Results

1. Juha Kankkunen (FIN) / Denis Giraudet (F)	Toyota Celica, Gp. A	4h 23m 51s.
2. Ari Vatanen (FIN) / Bruno Berglund (S)	Subaru Impreza, Gp. A	4h 24m 38s.
3. Didier Auriol (F) / Bernard Occelli (F)	Toyota Celica, Gp. A	4h 26m 01s.
4. Tommi Mäkinen (FIN) / Seppo Harjanne (FIN)	Lancia Delta Integrale, Gp. A	4h 28m 26s.
5. Kenneth Eriksson (S) / Staffan Parmander (S)	Mitsubishi Lancer, Gp. A	4h 29m 32s.
6. Sebastian Lindholm (FIN) / Timo Hantunen (FIN)	Ford Escort Cosworth, Gp. A	4h 31m 34s.
7. Hannu Mikkola (FIN) / Arne Hertz (S)	Toyota Celica, Gp. A	4h 32m 33s.
8. Lasse Lampi (FIN) / Pentti Kuukkala (FIN)	Mitsubishi Galant, Gp. A	4h 33m 18s.
9. Armin Schwarz (D) / Nicky Grist (CYM)	Mitsubishi Lancer, Gp. A	4h 34m 06s.
10. Marcus Grönholm (FIN) / Voitto Silander (FIN)	Toyota Celica, Gp. A	4h 40m 20s.

113 starters; 61 finishers

1993 World Rally Championship Situation (after 9 of 13 rounds)

Drivers

Juha Kankkunen (FIN)	91 pts.
Didier Auriol (F)	71 pts.
François Delecour (F)	70 pts.
Massimo Biasion (I)	66 pts.
Colin McRae (GB)	44 pts.
Carlos Sainz (E)	35 pts.

Kenneth Eriksson (S)	26 pts.
Tommi Mäkinen (FIN)	26 pts.
Markku Alén (FIN)	25 pts.
Andrea Aghini (I)	22 pts.

(56 drivers have scored points)

Makes

Toyota	131 pts.
Ford	111 pts.
Subaru	73 pts.
Lancia	67 pts.
Mitsubishi	57 pts.

(On the FISA scale)

States school

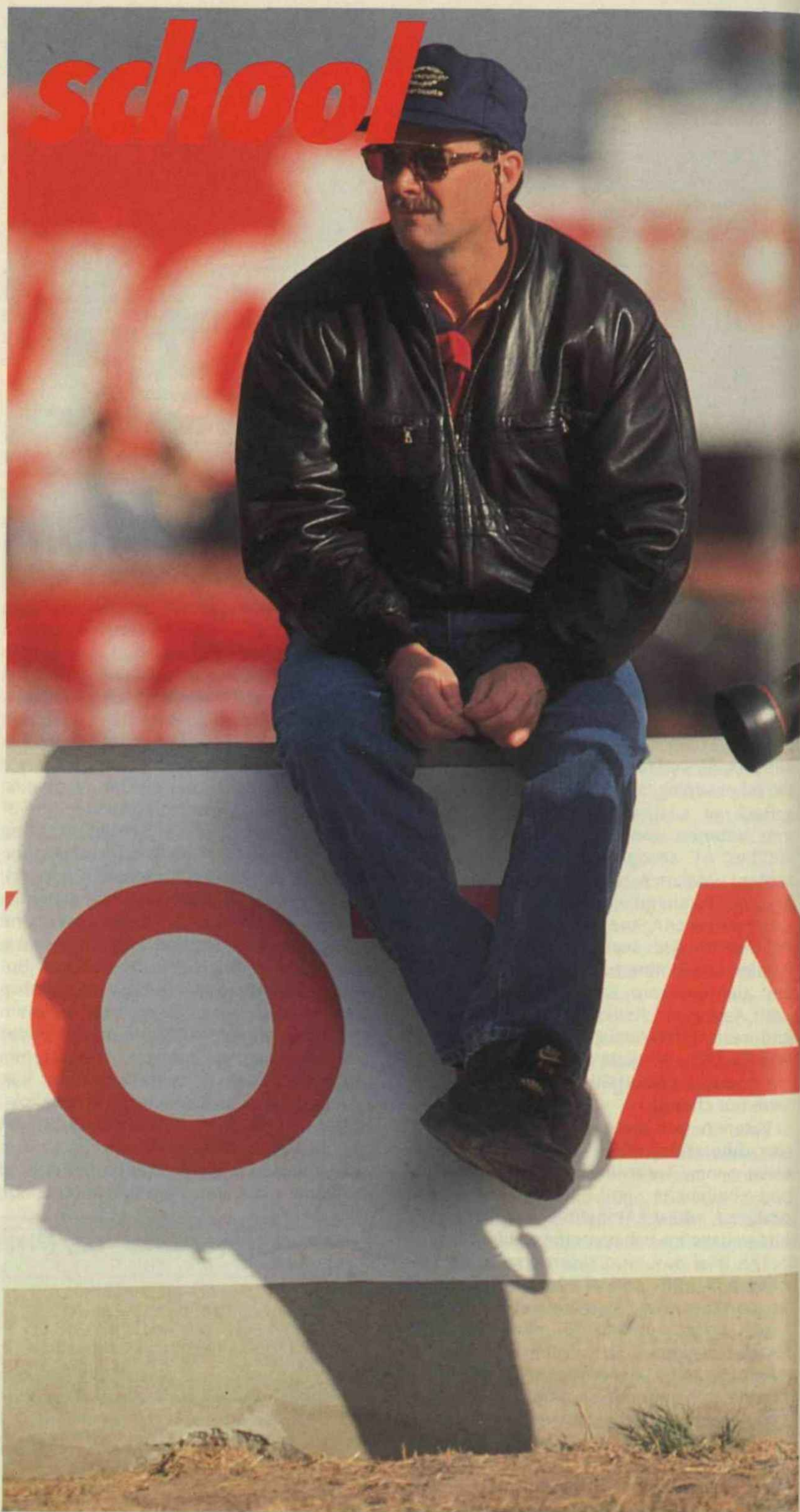
And so the Nigel Mansell express was derailed at Mid-Ohio. Like Alain Prost, Mansell started the weekend of September 12 poised to clinch a championship. Unlike Prost, however, Mansell knew almost instantly on that Sunday that he'd have to wait at least another weekend (the Nazareth round took place as this issue of MOTOR SPORT was being printed) before being crowned 1993 champion. With Mansell's once cushy 34 point lead down to a slender, but still useful, 14, there's a good chance the championship will go all the way to the Laguna Seca finale (on October 3) and a real, though slim, possibility that Nigel won't win it at all.

Regardless of the eventual outcome, however, even Mansell's harshest critics must admit that this has been a magnificent season for the 1992 world champion. Unlike last year, Nigel has not enjoyed a marked technological advantage over the competition. Indeed, by most accounts the Lola T93/00 is no match for the Penske PC22, and if the Ford/Cosworth XB is marginally better than the Chevrolet V8C, the overall Penske/Chevy package is the one to beat. Although Mario Andretti won the Phoenix race in a Lola-Ford and Danny Sullivan and Al Unser Jr each won in a Lola-Chevy, it's taken all the considerable skill and courage of a World Champion to carry the fight to the Chevrolet-powered Penskes of Emerson Fittipaldi, Paul Tracy and, on occasion, Stefan Johansson.

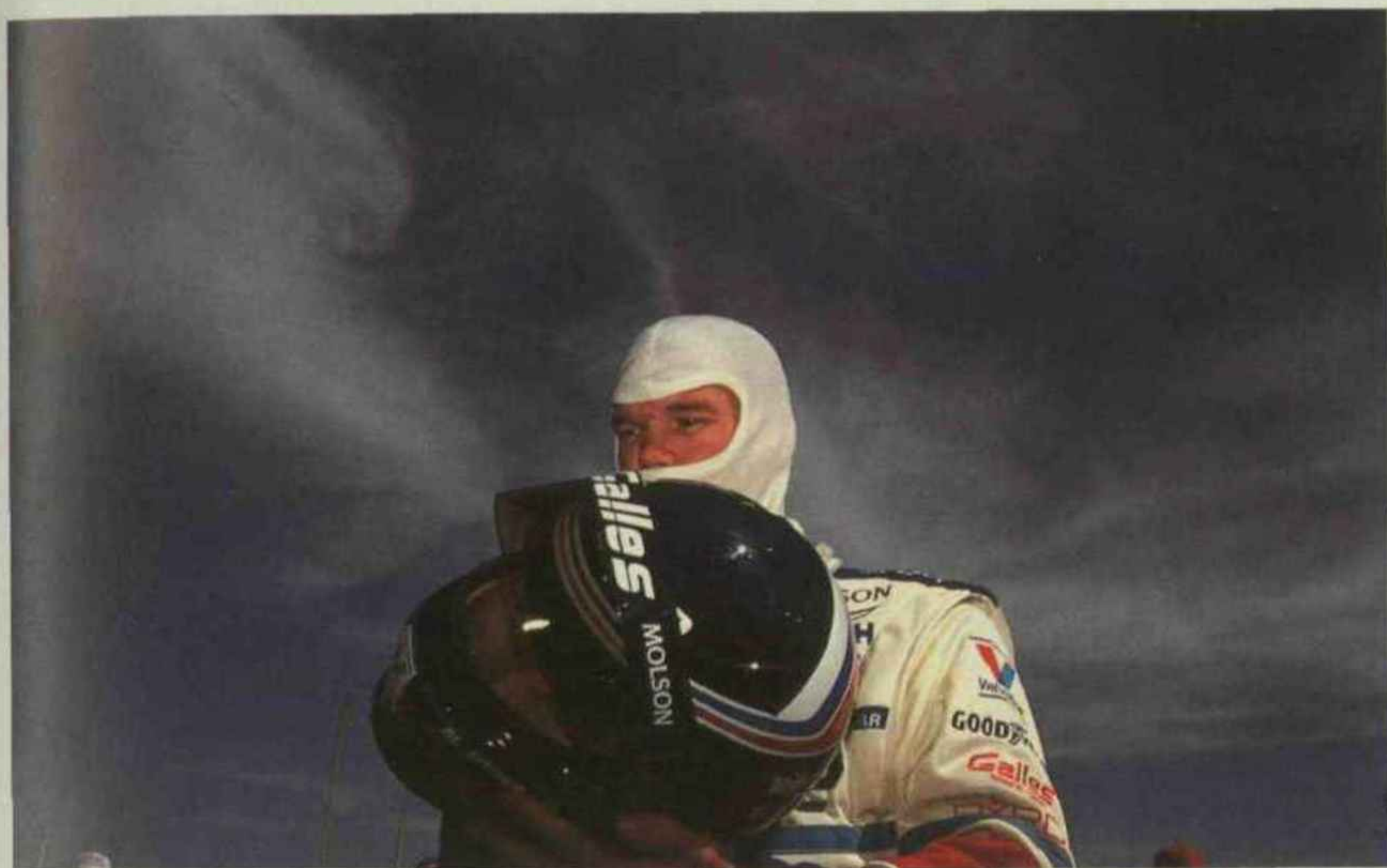
That Mansell gave away one race – Phoenix – and still had a 33 point lead going into Mid-Ohio (then added another with his pole there) is all the more remarkable given the fact that he had never raced on any of the circuits before, had never raced on an oval of *any* kind and had never even so much as tested on the Long Beach, Detroit, Toronto, Cleveland and Vancouver temporary circuits.

Of course Nigel made a classic rookie's mistake – over-driving on an oval – and crashed at Phoenix. But he learned a painful lesson that day in the Arizona desert and he positively thrived at the Indianapolis Motor Speedway in May, despite missing half a week of practice owing to back surgery stemming from his Phoenix shunt.

If he put those Phoenix lessons to use in the first 475 miles at Indy, he learned all about restarts at the hands of Fittipaldi and Arie Luyendyk in the final miles – lessons he put to good use in winning the Milwaukee race a week later. So well did Nigel adapt to IndyCar racing, that he won on what is,



Nigel Mansell has done a fine job this season, no question, but as the IndyCar season enters its final throes, our American correspondent wonders whether his opposition hasn't been a little thin?



arguably, the single most fearsome race track in the series at the Michigan 500, and truly came of age by beating Tracy and Fittipaldi at their own game on the New Hampshire bullring.

And yet . . . a case can be made that Mansell's PPG championship, no matter how well deserved, will have been won against comparatively thin opposition.

For openers, he didn't have to face Michael Andretti and Rick Mears. Sure, Michael hasn't exactly taken F1 by storm, but the fact remains that he was an awesome force in IndyCar racing from 1990 through 1992. And his drive at Monza at least gave some hint of what we have observed with regularity in the States.

There will never be another Rick Mears, of course, and while it had been some time since he mounted a serious bid for the PPG title, don't think for a minute that Nigel would have won three of his four oval starts had Rick been calling the shots from the cockpit instead of the pits.

Of those he has faced, Emerson Fittipaldi responded magnificently to the challenge of racing against a man whose first World Championship came fully 18 years after his second. Only a maddening series of mechanical problems throughout the month of August blunted his championship bid. Paul Tracy came of age in 1993 and, from Portland on proved to be Mansell's stiffest opposition. The first three months of the season were 24 year-old Canadian's undoing, though, and even a driver of Tracy's talent could not climb out of the hole he dug himself at Phoenix, Milwaukee, Indianapolis and Detroit.

Consider also that the Rahal/Hogan, Gan-

assi, Walker, Galles and Bettenhausen teams – which looked so capable on paper – never lived up to expectations.

Defending champion Rahal bit off more than he and his team could chew with the decision to run an updated version of the '92 Truesports chassis. The rechristened Rahal/Hogan was an unmitigated failure, and even Rahal & friends were hard pressed to get up to speed in their '93 Lola/Chevy once they made the switch in June.

With a '93 Lola, Ford-Cosworth power, Arie Luyendyk and engineer Morris Nunn, Ganassi racing figured to win a few races if not challenge for the title. Unfortunately, Luyendyk and Nunn could never rekindle the chemistry that took them to two wins and sixth place in the 1991 PPG championship.

Similarly, Walker Motorsports was unable to follow-up on a fairytale 1992 that saw Scott Goodyear win at Michigan, finish an oh-so-close second at Indianapolis and take fifth in the points table. Going from a one car to a three-car operation over the winter, with the addition of Willy T Ribbs and Hiro Matsushita, may have been necessary for the long-term financial health of the team, but it clearly affected their competitiveness in 1993.

Galles Racing has had its successes, with Sullivan winning a controversial Detroit race and Unser scoring a superb victory in Vancouver. But having given up on the ill-fated Galmer chassis, they faced a steep learning curve with the '93 Lola. The fact that, like the other Chevrolet customers, they didn't take delivery of their chassis until well into February – and then crashed in their

first test – set them back beyond a full recovery.

With Stefan Johansson and Penske PC22-Chevies, Bettenhausen Racing looked set to join the big boys. Unfortunately, the team found out the hard way that there's more to running up front regularly than buying good equipment and hiring a top flight driver. Horrible reliability problems left them with a paltry 15 points after the Michigan 500.

And while most figured the Hall/VDS and newly formed Budweiser King teams would have their ups and downs, neither Teo Fabi nor the recently sacked Roberto Guerrero has been a serious factor.

Indeed, the only team that performed better than expected in 1993 was Simon Racing. Raul Boesel was little short of magnificent at Indianapolis and Milwaukee and if he was desperately unlucky not to win those oval races, he was perhaps fortunate to score seconds at Phoenix and Detroit. The fact remains, however, that this tightly budgeted team is the hands-down winner of the over-achiever award.

With an announcement of a long-term contract at Newman/Haas due any day, some are quick to suggest that Mansell will have an even better year in 1994. After all, he will be a relative oval track veteran and he will be going to familiar territory each race weekend. Of course, not knowing just how the silly season will sort itself out, it's impossible to assess what the competition will be like. But with a mature Tracy, Fittipaldi and an entirely motivated Unser likely to be at Penske, Michael Andretti possibly returning and Rahal pairing up with Honda, the guess here is that Nigel will have his work cut out repeating the level of his successes in 1993.

D P



Clockwise from top left: Al Unser Jr – difficult season; Paul Tracy – young charger; Emerson Fittipaldi – magnificent response to Mansell (opposite); Raul Boesel – star quality on a tight budget.

Feats of

"Sports car racing? What on earth's happened to it?" The question has been asked a thousand times in the past few months, and it's difficult to answer. "Not a lot," is the brief response, but there are undercurrents of movement which will give would-be competitors the choice of following the FIA's line, or the ACO's, in 1994.

Le Mans is the engine of endurance racing, and always has been despite the preferences of the FIA chiefs in Paris. On September 22, after this column was written (and while the

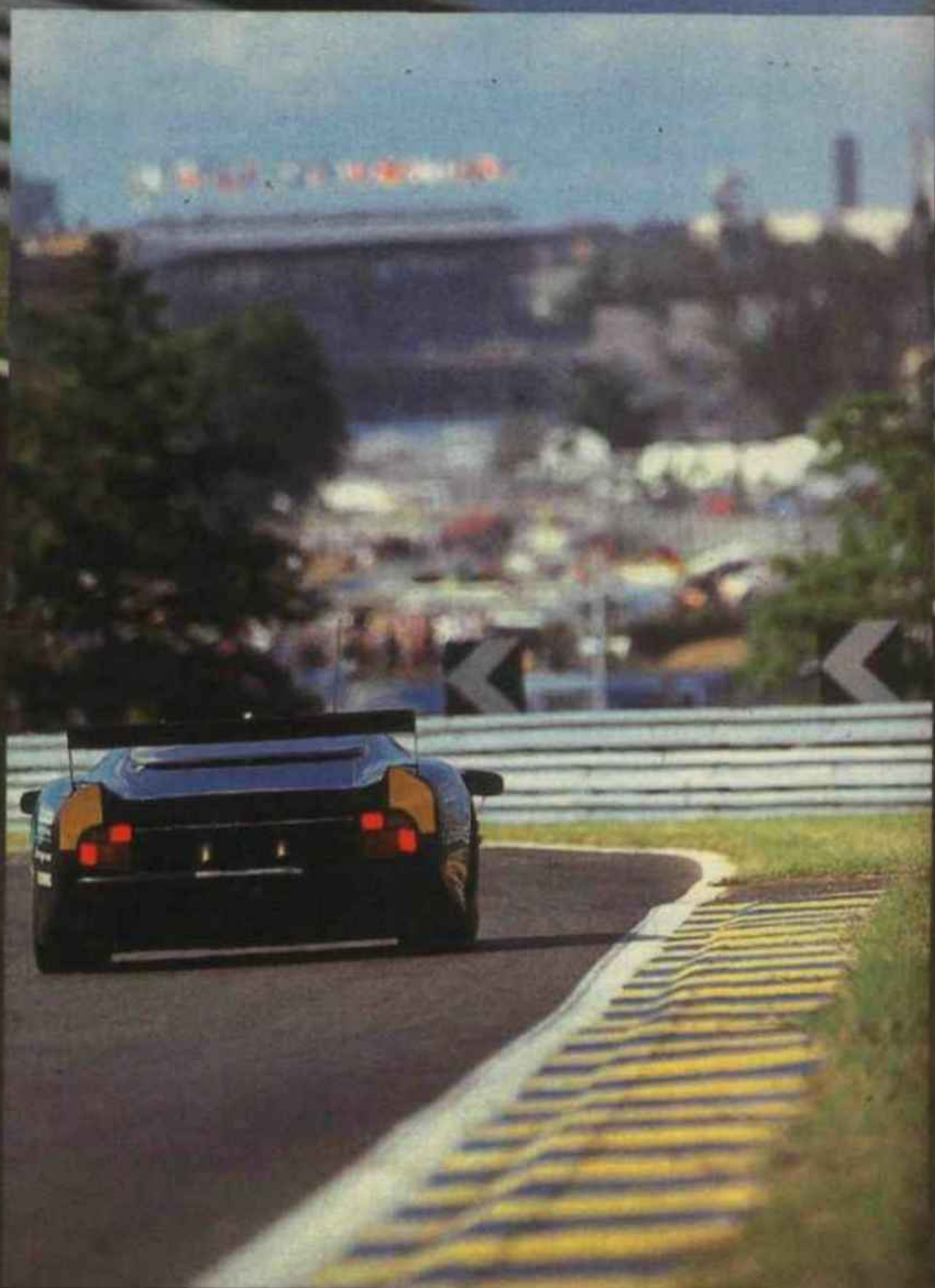
magazine was being printed), ACO president Michel Cosson announced the regulations in detail for the classic 24-hour race to be held on June 18/19 1994.

In final draft form, probably an accurate indicator, the regulations proposed a number of 'prototype' and Grand Touring categories

embracing everything from the McLaren F1 supercar to the Schuppan 962CR, and down to the ubiquitous Porsche 911 Carrera.

In Paris on October 5, the FIA's World Council should agree regulations for the 'official' GT category, a full year after they were originally promised. With a few weeks to go, however, nobody had got around to preparing a calendar. And without a calendar, unfortunately, the FIA class will lack credibility, so confusion will continue to prevail.

We will have 'twin track' regulations in 1994, but these will at least be better than the mish-mash of local rules competitors have had to contend with this year. So ill-defined were they that Alain Bertaut was able to deprive TWR Racing's Jaguar XJ220Cs of their GT class victory last June, with hardly a murmur from Britain. And no wonder, because nobody had the slightest idea of what regulation Tom Walkinshaw's team was



Heading for confusion: Jaguar lost its class win — and hardly anyone knew why (inset). Main picture: a WSC class could keep open-topped variants of Peugeot's Le Mans contenders on the track.

endurance

supposed to have contravened!

Organisers will in future have the choice of regulations to adopt, or they may take the easy way out and invite *all* the eligible cars.

What will these be? The ACO is expected to have three categories: GT Prototypes (900 kg/560 bhp), GT-1 (1000 kg/650 bhp) and GT-2 (1050 kg/400 bhp). The FIA's World Council is likely to ratify a set of regulations very close to those discussed at Daytona in January, with a 1100 kg standard weight and air restrictors capping the output at around 500 bhp.

The Le Mans cars will, clearly, have superior power-to-weight ratios, and will inevitably be more expensive (this despite a professed wish to keep costs down, in order to encourage the private owners).

Another factor in this rather complicated equation is IMSA's World Sports Car concept, which the Florida based organisation would dearly love to export to Europe and Japan.

The existing Camel GT championship, dominated for so long by Nissan and Toyota, expires on October 2. The turbocharged cars will race for the last time, and perhaps it's appropriate that this happens in Phoenix

because out of the ashes will arise a new sports car formula for open-top, naturally aspirated cars with a five-litre capacity ceiling. Think of a topless, flat-bottomed Spice with a five-litre Chevrolet engine, weighing 930 kg, with a 70-litre fuel tank installed, and you have the general idea.

The ACO is in sympathy, but doesn't want to be so strict with engines or weight. We expect to see a Le Mans variation with similar (non-exotic) chassis made of aluminium, weighing at least 800 kg, with any type of engine limited by restrictors to 500 bhp.

We could think again of the Spice with any Group C engine (Nissan, Toyota or Porsche turbo), or more likely, of the Kremer Porsche CK7 which is currently dominating the Inter-serie Cup. An 80-litre fuel tank will be a limiting factor, dictating a pit stop within each hour.

IMSA does not have any strong views on Grand Touring racing, having no indigenous 'exotic' product other than the Chevrolet Camaro Z1, and will be happy to accept the FIA's category.

So too will the ADAC in Germany, where the power-to-weight GT class introduced this year has proved unpopular. Owners of Porsche 911s do not like running with 200 kg of ballast, and they do not like having 40 litres of fuel allocated for 100 kilometre races.

Let us stop for a moment and look at a resumé of the types of sports car that will be racing in 1994.

ACO (proposal)

Le Mans GT: 560 bhp, 900 kg, 120-litre fuel tanks, 14 in wheels (eg Schuppan 962CR)

Le Mans GT-1: 650 bhp, 1000 kg, 120-litre fuel tanks, 14 in wheels (eg McLaren F1)

Le Mans GT-2: 400bhp, 1050 kg, 120-litre fuel tanks, 12 in wheels (eg Porsche 911, Honda NSX)

Le Mans World Sports Car (open): 500 bhp, 800 kg, 80-litre fuel tanks, 14 in wheels (eg Kremer-Porsche CK7)

Le Mans Prototype (open): 350 bhp, 600 kg, 80-litre fuel tanks, 12 in wheels (eg WR-Peugeot)

IMSA World Sports Car

Spice-Buick: 400 bhp, 770 kg, 70-litre fuel tanks, 16 in wheels

Spice-Chevrolet: 600 bhp, 930 kg, 70-litre fuel tanks, 16 in wheels

FIA GT (proposal)

Class 1: 500 bhp, 1100 kg, 100-litre fuel tanks, 14 in wheels (eg Jaguar XJ220C)

Class 2: 350 bhp, 1100 kg, 100-litre fuel tanks, 12 in wheels (eg Porsche 911)



You can deduce from the tabulation that a wide variety of cars will be catered for next year, and presumably some types will be more popular than others. The McLaren F1, for instance, could be considered a potential winner at Le Mans but, at £550,000 pre-tax, it is far more expensive than a Porsche 962C.

Unless Mansour Ojeh and Ron Dennis decide that Le Mans is a nice place to be in the middle of June, it seems unlikely that any team would find the resources to take this project on.

Similarly, Vern Schuppan would need substantial backing to take his 962CR to Le Mans as a potential winner, and the big spenders like Silk Cut Jaguar, Rothmans-Porsche, Mercedes, Nissan and Toyota are in recession right now.

Everything, inevitably, will be done on a lower scale next year. The IMSA Camel WSC Championship may be won by a Spice-Chevrolet and Le Mans by a Kremer Porsche

K7. There is much to be said for capping expenditures in such a way, but IMSA and the ACO would be foolish to ignore the need for appeal.

Will the public travel far to see these cars in action? The organisations should cast their minds back two decades, to the dark years of 1974 and 1975, when determining the extent of the scaling-down operation.

There is an ever-present fear that GT racing will again become the domain of Porsche, with the 30 year-old 911 model. Good luck to the old girl, the Germans will say, but the public at large will turn its back on the category for good and all.

Following the disgraceful disqualification of the Jaguar at Le Mans, Porsche 911s claimed the top seven places in the GT class. A few weeks later the same squadron of 911s claimed the top six places in the Spa 24 Hours, and 10 of the top 12 positions. This, if you please, is supposed to be a touring car

race, renounced by Porsche's Huschke von Hanstein as far back as 1969!

Core events next year will be the 24-hour races at Daytona and Le Mans plus, it seems likely, another in Japan. Both Suzuka and Fuji are in the running for such an event, and it's not inconceivable that they might both undertake a 24-hour event at opposite ends of the calendar.

Mazda, Mitsubishi, Toyota, Nissan and Honda all make superb GT-2 type cars, and meanwhile the JAF is considering the possibility of adopting the World Sports Car formula with domestic engines, of which there is a wide variety.

A series of supporting races must be devised if any of the categories are to have a long-term future. Only with a decent calendar, or at least a proper programme, can a team be formed with contracted drivers, personnel, sponsors and so on.

America has the Sebring 12 Hours and



Fear of domination: the vast cost of the McLaren F1 (left) may make the affordable evergreen Porsche 911 (middle) the main the main beneficiary, swamping other GT contenders like Nissan (right) by weight of numbers.



some 'classic' circuit venues such as Watkins Glen, Laguna Seca and Road Atlanta. The Japanese now have a variety of excellent circuits such as Fuji, Suzuka and, if its recent financial problems have been rectified, Autopolis.

How about Europe? Endurance racing, as it was, had natural homes at places like Brands Hatch, Silverstone, Spa-Francorchamps, the Nürburgring, Monza and Le Mans. We need to see the new cars racing at these circuits, and at such venues as Jarama, Paul Ricard and Imola.

Traditional 24-hour races can survive on their own, but we don't need too many of them. A leavening of 1000 km and 3-4 hour races would suit the professional teams and should please the crowds, too, if there is a nice variety of cars.

A few months ago Brands Hatch supremo Nicola Foulston announced a concord agreement with the Nürburgring management and the ACO, establishing the European

Motorsports Association with the aims of raising and promoting events other than those directly controlled by the FIA, and controlling the commercial rights.

All well and good. Endurance racing needs a boost and must have been first on their list. They are not beholden to the FIA for Formula 1 races, the loss of which is always the FIA's ultimate sanction, and it's possible to imagine that other circuits will join EMA, as soon as they see the way clear.

We haven't yet come to the crunch, though. As soon as EMA announces an independent calendar of events, such as a championship of sports cars, it will contravene the FIA's own regulation preventing any national championship from being 'exported' to other countries, unless with the FIA's sanction.

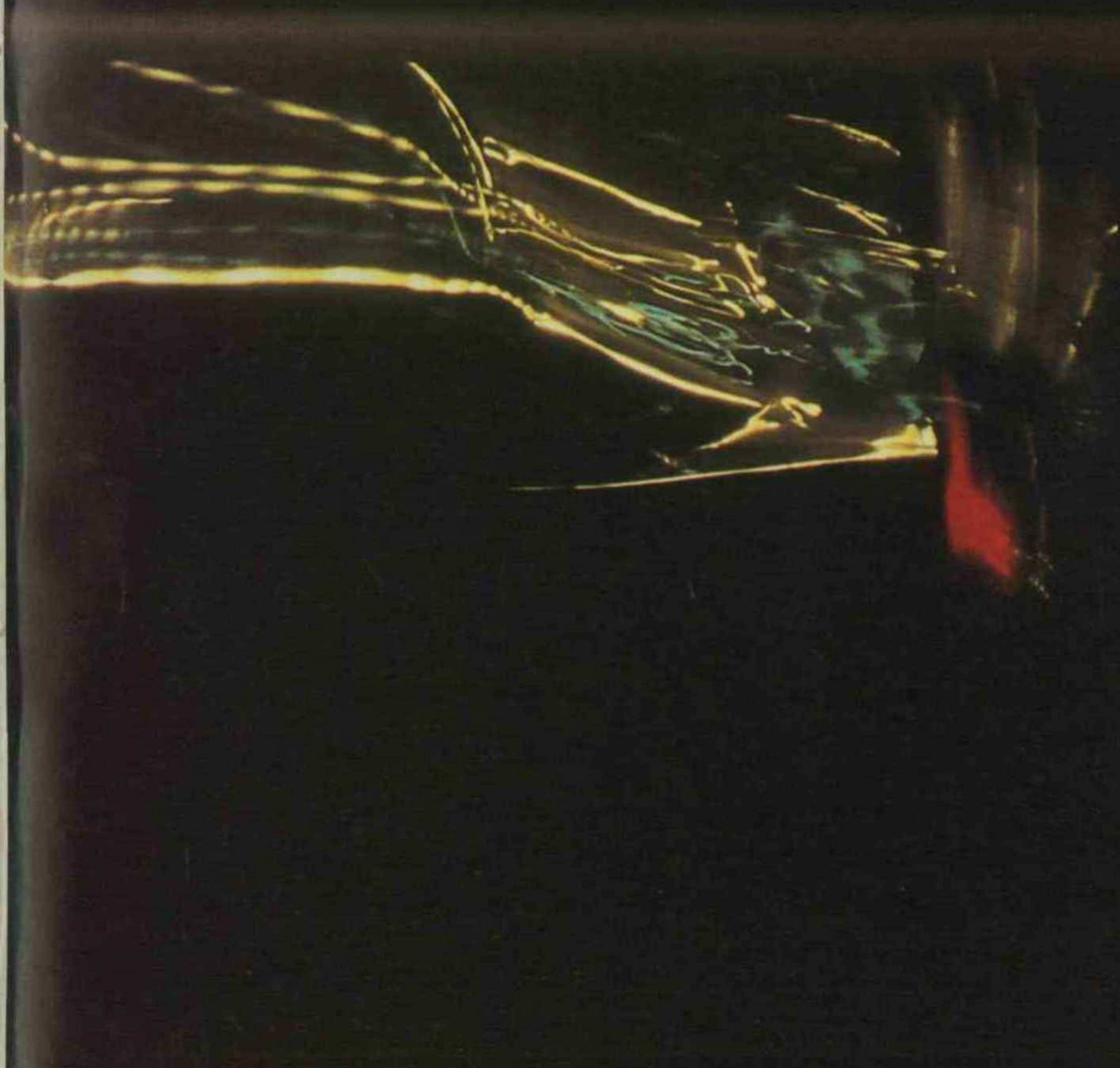
"As far as the EMA is concerned," said Miss Foulston back in May, "we recognise European law, which allows us to compete and commercially organise amongst ourselves. Therefore

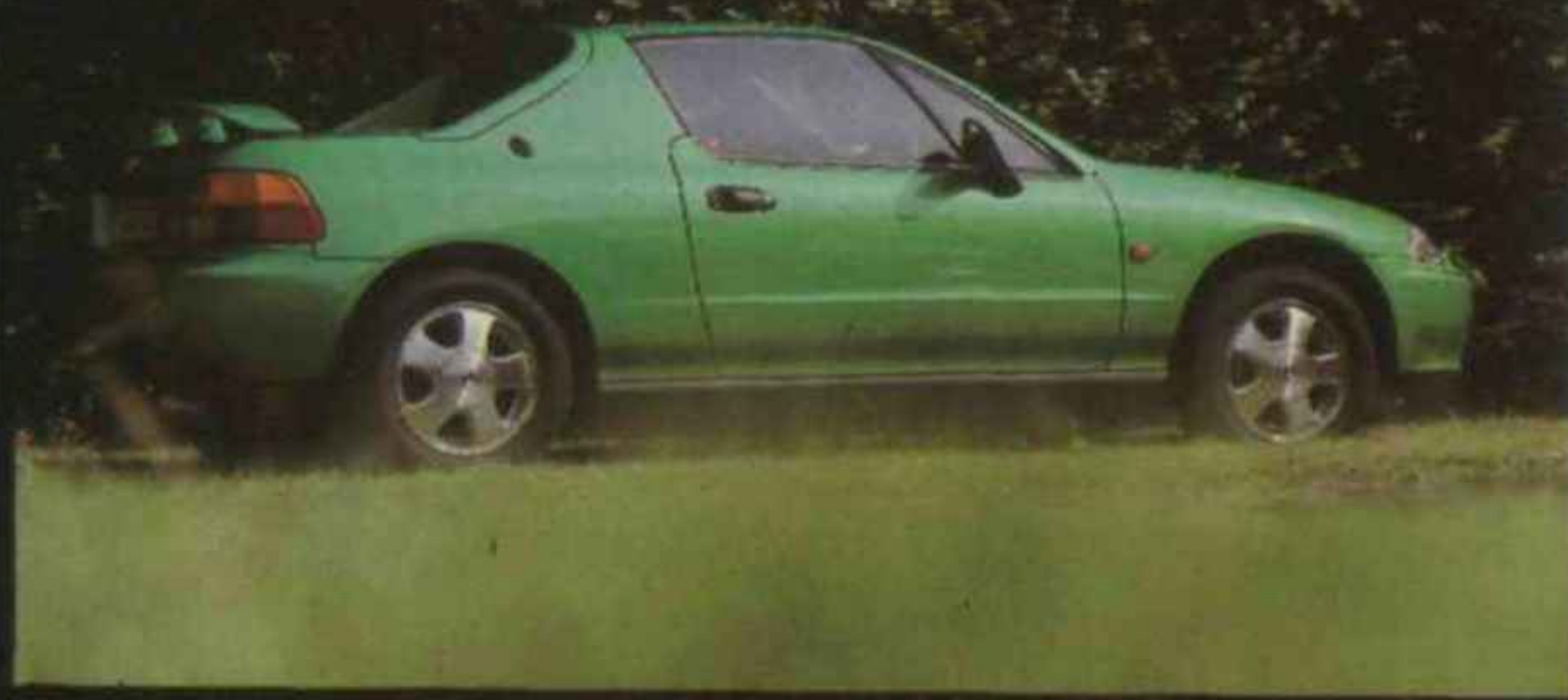
we don't recognise this particular rule within FISA. We do not wish to rival the existing championships, but to create more products, more championships, for offer to our spectators."

So two cheers for EMA, with a third one pending if they manage to establish a series of sports car races without being crushed by the FIA. Regrettably we have to sit on the fence on this issue, because if there is a showdown neither the FIA nor EMA will suffer any lasting harm. The victim will be a racing category, probably sports cars.

What could be worse for endurance racing? To be nurtured by the successor to FISA, perhaps to be coupled with Formula 3000 and banished to eternal darkness... or to be adopted by the European Motorsports Association, to be damned and crushed by the FIA? Some choice! Let us hope that sports car racing's needs will not be forgotten in the coming year.

M L C





Small is



beautiful

"Calling all exhibitionists!"

"Action stations – action stations!" Our two uniformed secret agents slide down the pole, leap into the sleek green machine and press the button to operate the automatic sliding roof – all in the blink of an eye. Unfortunately, by the time the roof has bleeped and whirred into position, it is too late to save the world.

Is this fantasy sprinkled with reality, or vice-versa? Either way, the Japanese, it seems, feel the need to outstrip the 'unout-strippable', and Honda's latest CRX VTi takes the biscuit.

Dominating press reports at the time of the car's launch was the electrically operated, retractable roof. Not only is the boot lid automatically raised and lowered during the stowing sequence, but the whole process requires no less than *seven* electric motors. It takes time too, but if you're punishingly efficient at operating the relevant buttons with sharp reactions, you can get the time down to perhaps a minute or so. Even that is enough time to draw in a small gallery to accentuate your increasing embarrassment.

Honda has tried to establish a new niche with this third generation CRX. It has deliberately set out to produce a front-engined, two-seater sports car which provides open-air motoring without compromising driving comfort, safety or security.

Therefore, Honda says, the car has no direct rivals as such. The Japanese giant is confident that its little runabout combines the best of all these worlds, and will thus appeal to a correspondingly wider market.

The emphasis is definitely on modernism. There are no concessions to old faddists. Honda started with a clean sheet of paper when the time came to evolve a new CRX, a fresh concept in the sports car world.

The styling is typical of the clutter-free designs that Japanese manufacturers have finally (and thankfully) adopted. But that's not to say that it necessarily looks *right*. The CRX used to be a pretty little coupé, but our test VTi in Samba green metallic (fluorescent lime, to you and me) brought to mind a giant tree frog and encouraged *very* mixed responses. Generally, women tended to praise it (partner wanted one straight away!) whilst men weren't so sure. Whatever, the CRX now looks like it should be the natural successor to Fiat's X1/9 (moreso than the original Toyota MR2), yet it is no mid-engined sportster. To the chagrin of those seeking perfect balance, the 1600 cc twin-cam nestles at the front.

It may be cynical view to suggest that Honda has been a little deceitful with the marketing of the CRX, but will the average customer give a damn where the engine is placed? To its credit, the CRX has always been a fine (if mildly flawed) driving machine with a technically sophisticated heart, and it's unlike Honda to take a retrograde step.

The core, of course, is the electronically fuel-injected, 1.6-litre, 16-valve VTEC (Variable Valve Timing & Lift Electronic Control System) engine, one of the sweetest in the



business since its inception. At low revs, the valves are profiled to assist strong low to mid-range torque, but between 5000-5500 rpm the outboard valves are opened sooner and for longer, unleashing significantly more power. This is clearly audible, and the closer you get to the staggering 8000 rpm limit, the more pleasant the sound.

Always smooth and flexible, this incredible little 158bhp unit is the nearest thing you'll find to a full-blown racing engine in a small production car. Needless to say, it conforms to EEC regulations, including the use of a three-way catalytic converter which necessitates the use of 95 octane unleaded fuel. As before, the engine is transversely mounted and linked to a close-ratio five-speed gearbox which, claims Honda, makes optimum use of the VTEC's extraordinary power band.

In order to allow the car's outlandish roof mechanism to function while, at the same time, retaining sharp handling redolent of the previous generation CRX, all traces of scuttle shake have been eradicated with a chassis of immense torsional rigidity. Add to this firm rack and pinion steering with 3.1 turns lock to lock, four powerful disc brakes (vented fronts) with standard ABS, double wishbone suspension all round with Honda's progressive valve dampers, and you have, on paper at least, an uncompromising sports package.

Whether you describe the CRX as a *real* sports car depends on how hairy your chest is.

On first acquaintance, it's easy to be convinced of its sporting manners: the car sits low on the road, and the curvaceous seats are shallow (but not supportive enough). There's plenty of leg room, too, and a comfortable, sensible driving position is easily obtained thanks to logical siting of all the key controls and an adjustable steering column. In typical Japanese fashion, the latter are light to the touch and simple to use. In a CRX, town driving is a doddle. From within, you could just as easily be ambling down to the supermarket in an older base model Civic, though the added smoothness and improved ease of operation offers a few clues that this is a new generation Honda.

On urban roads, the car is simply vice-free. Hazards such as pot-holes (Borough of Hackney, please note) are absorbed without your teeth falling out, such is the suspension's compliance, and, despite the beefy B-pillars, visibility is fine for parking (which is further helped, of course, by the compact dimensions).

Only masochists and, given the right tools for the job, poseurs get their kicks from dawdling around cities in hot, thick traffic soup, and while the CRX may be quite at home here, the awesome VTEC cries out to be unleashed on freer terrain.

From a driver's point of view, truly great small cars have been few and far between. The Mini Cooper, Alfasud, Lancia Fulvia and Peugeot 205 GTi spring to mind as reasons to grin broadly enough to make a Cheshire Cat look like Chris Eubank entering the ring.

The CRX deserves a place in such company.

Although it is clinically modern in conception, the roots of its purpose are more traditional. For a fwd chassis, it is devoid of clumsy understeer, even though, by nature, that is what it will do if pushed too hard. The elfin chassis is supremely balanced, with razor-sharp turn-in, and it is possible to make it flick its tail – even with the power hard on. Placing it accurately on the road is child's play, and there's just enough body roll to remind you that this isn't some sterile, corners-on-rails creation. The skinny 195/60 tyres carry a similar message. The CRX isn't the sort of limpet which only lets go when you're travelling at light aircraft speeds, but it sticks adequately to allow you to exploit the chassis' outrageous agility to the full. A CRX given full rein on labyrinthine B-roads can be compared only to the Mad Mouse at Blackpool Pleasure Beach.

The short, precise throw of the gear lever and the positive brake pedal, which is nicely placed to permit heel-and-toeing, mean that the CRX can always be driven at speed

with utmost confidence.

As with anything vaguely desirable, there is always some kind of drawback. In this case, it's the gearbox, even if it's only a minor, personal gripe. Though the ratios are close, the rev range is so great that it is still quite easy to find yourself in an inappropriate gear for a particular bend. That's not to say that the engine lacks torque or flexibility, but it would certainly benefit from a six-speed 'box of the type that are becoming increasingly commonplace in sports saloons and coupés. Besides, part of

the pleasure of driving the CRX comes from zipping up and down the gears with that 16-valve symphony ringing in your ears.

While its agility is a major asset, it is not at the expense of straightline performance, despite the weight of all the gimmicky paraphernalia required to actuate the hood. At the top end, this is a genuine 130 mph cruiser, although its standing start acceleration is, unsurprisingly, modest by class standards: 0-60 mph takes around 8s. Its performance is altogether brighter in the mid-range, where the VTEC belies its mere 1.6 capacity. The smaller cubic capacity pays off on the service station forecourt, however; Honda reckons that it should easily be capable of 30-plus mpg hauling around town, and nearer 40 on motorways. With a near 10-gallon tank, the CRX has a decent range between stops... as we discovered, even though our determination to make full use of its prodigious capabilities lowered the consumption during our tenure to 28 mpg.

Great care has been taken to ensure that motorway cruising with the roof down doesn't become a traumatic experience. Intense aerodynamic studies led to careful sculpting of rear-view mirrors and window edges to counter turbulence and noise. If your hair moves, it won't exactly be flapping over your face - and you don't need to shout yourself hoarse to communicate with your passenger.

For a car with one so obvious technical novelty, the cabin is comparatively plain and devoid of frills. The instruments are large and clear, the fuss-free fascia is devoid of shelves

and ridges and the stereo system is tucked away beneath a security flap. In direct contrast to the over-elaborate roof, the other controls are utterly straightforward.

Storage space isn't brilliant, being limited to lockable bins behind the minimalist seats.

The cockpit which, with roof in place, is as secure as any hard top, is marked by its refreshing purity of design, something others would do well to follow. Despite being predominantly black in tone, it is nowhere near as sombre as something like a Golf.

Verdict

Honda has attempted to endow the CRX with a multi-faceted appeal: it is youthful, modern, different and inclined towards environmental friendliness (Honda will tell you that 80% of the CRX is designed to be recyclable). Equally, it might appeal to the older motorist looking to rediscover the MG magnetism of their lost youth, now that they've no longer got to lug the kids around. If you are still a family man, and affluent with it (though the two don't usually go hand-in-hand), it might appeal as a second car, a fun thing to be used at weekends when time permits.

Dubious though some critics have been about its appearance, and over the top as the roof may be, the CRX VTi is quite simply as good as any other small, sporty car. It is also faster, barely more expensive and, arguably, has a higher 'grin factor' than the more vulnerable (to thieves) Mazda MX-5.


Looked at in those terms, it just *has* to be worth consideration. **R R B**

HONDA CRX VTi



ENGINE	
Location	transversely front-mounted
Cylinders	four, in-line
Bore x stroke	81.0 x 77.4 mm
Capacity	1595 cc
Compression ratio	10.2:1
Valve gear	dohc, four valves per cylinder
Power	158 bhp/7600 rpm
Torque	110.6 lb ft/7000 rpm
Fuel	unleaded, 95 RON
TRANSMISSION	
Type	five-speed manual, front-wheel drive
SUSPENSION	
Front	independent double wishbones with coil springs and stabilisers
Rear	independent double wishbones with coil springs and stabilisers
Wheels	alloy, 5.5x14
Tyres	195/60 R14
BRAKES	
Front/Rear	ventilated discs/discs
STEERING	
Type	rack and pinion, power assisted
Turns, lock to lock	3.1
DIMENSIONS	
Wheelbase	93.3 in
Front/Rear track	58.1/57.7 in
Overall length	157.7 in
Overall width	66.7 in
Overall height	49.4 in
Kerb weight	2585 lb
Fuel tank	9.9 gallons
PERFORMANCE	
0-60 mph	8.0s
Maximum speed	130 mph
<i>Source: Honda UK</i>	
FUEL CONSUMPTION	
Average for test	28.3 mpg
Government figures:	
Urban	30.7 mpg
56 mph	46.3 mpg
75 mph	36.7 mpg
LIST PRICE	£16,995

Opposite page, clockwise from top: CRX styling is a touch controversial but effective with it; pure dynamite - the VTEC revs all the way to 8000 rpm (without going bang); electric roof operation is completely OTT; cabin is uncluttered, and pleasing with it.

RACE BRED



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Take five



Volvo's five-cylinder 850 was always noted for its smoothness. By adding a turbo, the Swedes have endowed it with scintillating performance: enter the 150 mph Volvo...

Ping-ping! The noise comes as something of a surprise. Hitherto, the Volvo 850 Turbo – the Swedish marque's fastest ever production car – has been a paragon of uncanny quiet. Even when running at maximum speed on an unopened motorway, hired specially for the occasion so that Volvo's claims could be verified, more of which anon, the sound of the turbocharged, five-cylinder, 20-valve, 2.3-litre engines never rises above a pleasing hum, even at 6000 rpm.

Now, suddenly, progress is interrupted by a tinny bell.

Puzzled looks all round. Where's that coming from? The bell chimes in again, and suddenly you are aware that the music you *had* been listening to has been replaced by a monotonous, Swedish voice, and the word 'Alarm!' has appeared on the LCD display of the radio/cassette/CD unit. No matter what you do, you can't get rid of the Swedish voice. The tape player no longer works, the waveband selector no longer works and the volume control no longer works. Even if you turn the unit off, the Swedish soliloquy continues.

The only solution, it transpires, is to switch the car off altogether. Fire it up again, and normal operation resumes until, five minutes later, there is the unmistakable rattle of that threepenny bell once again, quickly followed by the 'Alarm!' message and the booming monotone of the aforementioned Swedish broadcaster.

This time, it was deemed prudent to pull over, just in case. Check the driver's manual, and there's the answer.

In Swedish.

Eventually, an English version was sourced and at last an explanation was forthcoming: welcome to the Swedish RDS system. A shame that it's not actually working 100 per cent just yet.

Elsewhere in Europe, RDS will interrupt in-car tapes and CDs with traffic bulletins. It's supposed to do the same in Sweden, but a little fine-tuning is still required. According to the Volvo handbook "It will warn drivers of a catastrophe, such as the breakdown of a nuclear power plant or a collapsed bridge."

Keen to test the system, the local nuclear processing plant – about 30 km away from Frankenberg, southern Sweden, where the 850 Turbo test was based – sends out occasional dummy broadcasts... like six in the space of 25 minutes. And once it's done so, the only way to restore normal radio operation is to switch off. Bet the locals love that when they're on the motorway.

UK customers will be pleased to learn that RDS will only interrupt your musical entertainment to alert you to fresh traffic

jams. Also, you won't have to switch off the car to reprogramme the set. It shouldn't be long before the Scandinavians have disposed of that particular irritation factor, either.

All in all, the radiophonically-induced bewilderment proved to be an amusing interlude during one of the most pleasantly surprising car launches of recent times.

Imagine, a couple of years ago, when the words 'realistic' and 'insurance premium' could still feasibly be juxtaposed, being given a straight choice: you were in the market for a new car, and you could opt for something with the devilish vim of a Ford Sapphire Cosworth 4x4 or anything from the top-end of the comparatively sober Volvo range, for instance the lusty 960 24v, whose brilliant engine and rear-drive chassis were marred only by the compulsory fitment of an automatic gearbox.

To anybody for whom driving is a sensory pleasure, and not just a means of getting up and down motorways to and from business appointments, the decision would be easy. Forget the harsh ride and criminal magnetism of the Ford; its telepathic chassis would win the day.

Could anyone have imagined, at the turn of the last decade, that Volvo, today, would offer something with the pace and driver appeal of the now departed Sapphire Cosworth? Or that it would be seriously considering a works effort in the British Touring Car Championship? The latter point is, Volvo admits, presently under discussion. It won't be drawn on the depth of its interest, nor on speculation that Tom Walkinshaw



Racing, whose Rovers were the Swedish marque's arch-rivals during the early 1980s European Touring Car Championship battles between the Vitesse and the 240 Turbo, will be involved in the project. Suffice to say that it is a serious proposition, which, if it comes to pass, will be centred either on the 800 or, more likely, the 400, its contender in the lucrative medium-saloon sector, where its rivals include established BTCC hardware such as the Ford Mondeo, Vauxhall Cavalier and Peugeot 405.

The 400 range has been facelifted for 1994, and was available for trial in Franckenberg. The show was stolen, however, by the 850 Turbo.

Its potential benefits are substantial.

Here's something that looks pretty much like any other Volvo, subtle boot spoiler notwithstanding. Therefore it shouldn't attract the attention of other motorists, the police (hands up all those owners of performance Fords who have been stopped on spurious grounds, whilst the local constabulary checks that the car isn't stolen) or, most pertinently in this day and age, car thieves.

What's more likely to be nicked from your drive? An Escort RS2000 or a Volvo?

For all its anonymity, however, the 850 Turbo is seriously fast. Volvo admits that the B5234T engine has greater potential than has been realised, but that the objective was to provide smooth, usable performance. Thus, as is usually the case with Volvo turbos, it has been tuned for torque rather than outright power.

The results are astounding. The 221lb ft peak is delivered at 2000 rpm... and maintained all the way to 5300. The torque graph, as one engineer pointed out, looks a bit like some of the company's car designs. As a result, the 850 Turbo is endowed with enormous flexibility. On tight, undulating

B-roads it was possible to make rapid, comfortable progress using only third and fourth gears.

The amalgam of huge amounts of power and front-wheel drive has always been reckoned, for obvious reasons, to have its limitations. Look how early Saab or Montego turbos used to torque-steer, for instance. On paper, Volvo's 225 bhp/5300 rpm looks a mite ambitious, but the chassis' composure is absolute. In first gear, torque is limited (to 192lb ft) to prevent excessive reaction. Furthermore, traction control is fitted as standard. You *can* switch it off, but we wouldn't. Under hard, second gear acceleration, you can feel the front end starting to squirm a little, and on one, rutted corner there was even a hint of wheelspin from the inside front. By and large, however, it is all utterly civilised. Whether that impression holds true on poorly surfaced British roads (the car is due here later this year) remains to be seen.

The 850's pleasing manners are borne of sound chassis dynamics. From the cabin, this doesn't *feel* like a large saloon. The steering is well-weighted for a powered system. It doesn't tell you *everything* that the front wheels are up to, but you always feel in control. It turns in well, and maintains a steady line, even under firm acceleration.

We're not going to pretend that this is an out-and-out, seat-of-the-pants racer. It's not, nor does it pretend to be. For one thing, it rides far too well.

For all that, it is a remarkably fast, well-balanced sports saloon.

Even at top speed, it feels docile. Thundering down the aforementioned closed motorway at an indicated 248 km/h (154 mph), the wind generates far more noise than the engine which sounds, at 5750 rpm, no more stressed than it does at

tickover. You get the impression that it would keep it up all day long (German residence permitting). Officially, Volvo is claiming a top speed of 240 km/h (149 mph) and 0-60 mph acceleration in around 7.5 seconds. The same running gear will also be available in the 850 estate which was going to be promoted as the world's fastest, until Volvo learned about the Avant RS2, an Audi/Porsche joint venture which tops 160 mph and accelerates to 60 mph about two seconds faster...

Despite the short, sharp nature of the test run, which included over 30 km of running flat out, the 850 returned an impressive 28.2 mpg.

The cabin is nicely finished, and Volvo makes all the usual noises about safety features. "Adding an air bag to a car doesn't make it safe," stresses marketing man Stephen Hollings, "but adding one to an *already* safe car makes it very safe indeed, and that's what we have done." For the moment, however, Volvo customers will have to wait for passenger air-bags to be translated into right-hand drive; this is presently under development. Driver air-bags are, naturally, standard.

The price? That remains undecided, but we hear it's likely to be launched in Britain for around £24,000.

That equates to a lot of car for the money, not to mention ample reserves of performance.

It also appears to mark the first step in a process of image rejuvenation that will be enhanced further by the impending BTCC crusade.

S A



850 Turbo will be available as both saloon and estate. Engine (opposite below) has phenomenal torque spread. Comfortable cabin is available with full leather (right).



Mild breeze



Upon opening the traditional envelope full of literature which accompanies any Vauxhall test car, I was forced to take a second glance. The enclosed brochure was indeed for the Astra Convertible.

The *old* one.

It was an unfathomable slip on Vauxhall's part, for there is, it must be said, quite a difference betwixt the two.

The old Astra chassis was, being kind, quite floppy. In saloon form, it was totally unable to cope with Vauxhall's svelte 150 bhp two-litre engine when faced with anything other than straight roads. The open version was tamer and, mercifully, more controllable, if still sometimes at a loss for traction on slippery surfaces. At its most powerful it only had the milder 2.0i engine, and it featured a stout roll-hoop which acted as a brace in the interest of torsional rigidity.

All that has gone, now. Top down, the latest Astra Convertible has cleaner, more appealing lines. It is one of the most neatly proportioned cars in its class.

Power comes from the same proven, eight-valve, sohc, two-litre engine that propelled its progenitor. Top speed is reckoned to be a whisker over 120 mph, but it'll take you a while getting there. Beefing up the chassis to cope with the loss of the roof has

added over 60 lbs. Whereas the equivalent saloon, the SRi, with its slightly better aerodynamics, will reach 60 mph from rest in under 9s, the heavier Convertible takes over 10.

Compensation for the slight loss of performance is both sensual and practical. Firstly, the Astra is an enjoyable cabrio; it may not be lightning fast, but its performance is adequate. (Besides, the opportunities for using powerful cars as they were designed to be used are diminishing in Britain, thanks to the Gatso plague.) Secondly, more robust A-pillars and twin door beams have not just increased the weight, but have improved overall rigidity by 10 per cent, despite the loss of the hoop.

Even so, you can still feel the body squirm uncomfortably under hard accelerative loads, so you wouldn't really *want* any more fizz. As it stands, there is just enough performance to make it fun to drive, and not quite enough to tax the chassis intolerably.

In the dry.

On a wet road, however, it doesn't take much to set the wheels spinning and dancing uncomfortably across the surface. Yes, most small front-wheel drive cars with a little bit of power will do likewise if pushed, but the Astra requires less provocation than most, and we are only dealing with 115 bhp (an 82 bhp, 1.4-litre version will be offered

next spring).

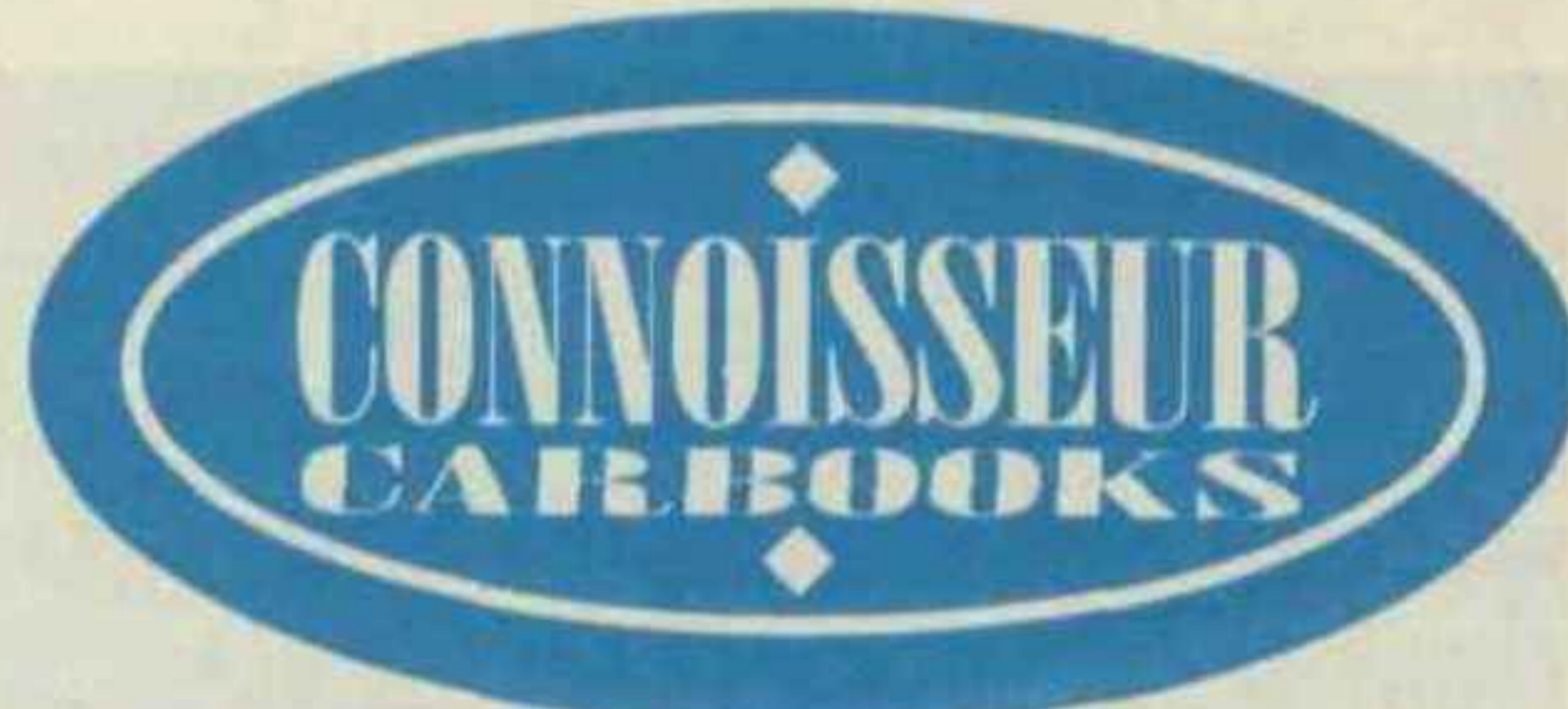
That apart, the Convertible offers an appealing cocktail for £15,800 (the effective and simple electric hood is a recommended option, for £750). Standard features include driver's air bag, deadlocks, ABS, electric windows and (heated) mirrors, proper heated rear screen, alarm with immobiliser and a two-piece radio cassette system. The latter, a feature on most new Vauxhalls, separates the LCD display from the operational controls: stealing either element, or indeed both, would be messy, time consuming and, the key issue, completely pointless.

Although much of the switchgear has been carried over from previous models, the cabin layout has been revised. Overall, it looks neater, though switch placement remains a trifle haphazard, and there is *still* no readily visible warning to tell you that your fog light is engaged.

The bad news for Vauxhall is that you can have a decent, no-compromise cabrio of equal performance but with greater chic for the same money: the Mazda MX-5, now selling out at a dealer near you. The good news is that, if you *are* prepared to accept a degree of compromise and a bit of scuttle-shake, you can have four seats and a real boot (the biggest in its class) in a stylish package.

S A

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Back in the office at last: head down over the maps in a historic rally car (Photo: Chris Harvey).

It sounds a simple undertaking: co-drive on a minor historic rally. Nothing complicated in it; hundreds of people do it every weekend. Four years ago I'd have thought nothing of it. Perhaps I might even have looked down my nose at such a small event, compared to the seven-day cross-Europe Marathons I was more used to. But then up till four years ago I was in full working order. It was only in August 1989 that my life-long love of cars changed my life for ever. On a short press-launch abroad, the new car in which I was a passenger turned over, breaking my neck.

I was 11 days on a respirator, 11 months in Stoke Mandeville Hospital. In those early days, I was cheered and touched by the number of cards, calls and visits from, amongst many others in the car world, people I had met on the Pirelli Marathon which Henry Pearman and I had won only weeks before the crash. Competitors and marshalls, people I had spoken to only

briefly — tangible proof of the friendly spirit in historic rallying which I had enjoyed so much. But I assumed I could never return to it; it was clear that I was permanently paralysed, with exactly the same injury as Frank Williams. (Indeed a visit from Frank added incentive to return to my old business). But as Stoke's rehabilitation programme went on, I gradually found I was able to do more than I expected. A highlight was Pirelli flying myself and a nurse out to Cortina for the end of the 1990 Marathon. It was a shock — I was still in Stoke, and hadn't got used to a wheelchair yet, let alone air travel — but as we weaved up through the curves of the Dolomites to watch the cars completing the Tre Cime hill-climb I realised that I really, really wanted to be back in the navigator's seat.

It has taken a long time. Four years all but a week since those thankfully unremembered moments which altered everything. Even then I probably wouldn't have con-

sidered it seriously if it hadn't been for a new type of operation which Stoke offered me. By some clever jiggling of arm tendons, some of the bits which don't work anymore are reconnected to some of the bits which do. This now allows me to move my right arm properly, and has even restored some grip in my previously useless fingers. There are two more three-month operations to come before my left arm and hand are modified to match, but being able to hold a book for the first time in three years suddenly made a rally seem less far-fetched. Cheerful encouragement from members of the Historic Rally Car Register helped push me along, with offers of rides from Robin Stretton, and Ron and Malcolm Gammons. But they all drive open MGs, and I was pretty sure that I was bound to lose my grip on the paperwork and see it vanish overboard.

The answer was closer to home. To push my wheelchair I use special leather

A Long Haul

After a forced lay-off, GC returns to his favourite sport facing new challenges

I still had to get an RAC competition licence.

To my surprise, getting mine renewed was easy: there are no constraints on a co-driver's physical abilities — perhaps we are easier to replace than drivers. (In contrast, reporting on races has become a problem for me. Since a photographer was run over at a race, the disclaimer which the press are required to sign includes the promise that the reporter is not disabled. I have had to have a special dispensation arranged by the RAC in order to obtain track passes.)

Suddenly the ideal event popped up: the HRCR's own event, a single-venue stage rally near London. Knowing I could not get out of the car without my minder's help, I was reluctant to attempt a multi-venue rally; the chances of my support car arriving at the right place at the right time seemed small, and I didn't want to have my wheelchair flying around the Lancia. These things are expensive, and the Government doesn't pay — it's £1900 out of your own pocket for a lightweight alloy chair like mine, £3000 for a pole-position carbon-fibre job, and if it breaks you're in desperate trouble. So an event where we returned to the same "paddock" between stages was perfect.

Next, the car; conveniently, Connolly's Wimbledon works are only a mile or two away from my Clapham base, so I was able to have a couple of try-outs. The seat could hardly have been more difficult — a high-sided old-style bucket which meant I could not slide across, but had to be lifted up and

dropped in. After several trials we worked out the best technique, one which only involved medium discomfort for me, though great strain for my minder. But with the four-point harness on I was much more stable than I am normally in a car; being paralysed from the chest down, I can't use my trunk muscles to hold my body upright, so car travel is an unending chore of arm-bracing. If I take my eyes off the road I tend to fall into the driver's lap, despite the seat-belt, which can make things a tad chaotic. But of course, strapped in I discovered I couldn't reach anything, so Geoff Gamble, who looks after Anthony's cars, added a couple of loops and extensions so I could operate the Halda trip-meter. We took the crimson Lancia for a brief spin through Merton High Street, and even in the traffic, the rorty sound of the V6 began to bring back the tingle I had not expected to feel again.

My next problem was how to handle the paperwork. My fingers are paralysed too, which makes picking things up next to impossible. Try to imagine managing with a bunch of sausages on the end of each arm and you'll get the idea. But there is no need for maps on a single-venue, so if I kept the time-cards on a clip-board I might be able to thrust it through the window at the marshall. (On the Marathon the navigator has to leap out and stop the clock, so if I'm to consider that idea again I'll need a runner — or a very long stick.) And being a stage

"gloves". As the NHS seems to think these are an unnecessary luxury, I have to have them tailor-made privately, and after many failures I was saved by another historic rally enthusiast. Anthony Hussey is the MD of Connolly leather, which means that thanks to trim foreman Rob Rankine my motive traction now comes very appropriately from leather destined for Jaguar, Aston, Rolls-Royce and Mercedes.

Enthusiasts will know Anthony from his regular appearances in various classic Lancias, the tough little Aprilia or a brace of Aurelias, either the beautiful B24 Spyder or the very rapid B20 coupé. (That is leaving aside the Ferrari F40, Metro 6R4 and Nissan Skyline GTR he often takes to 96 Club meetings.) On one of my many visits to Connolly for yet another pair of gloves Anthony suggested trying the B20 for size, and declared himself ready and willing to drive if I could find the right event. By this point I had almost run out of excuses — but



Hussey's Aurelia B20 coupé is fast, forgiving and flexible, as well as handsome.



Triumph glory: Evan McKenzie and Nick Wright were pipped for third by another TR4 — signs of a resurgence for the marque?

event there are no regularity and average speed calculations to be done, so I wouldn't need to manipulate calculators and notebooks. Overall I prefer road events as the navigator has more of a challenge, but I am sure that at the first corner the floor would be awash with pens and maps.

Clocks were another difficulty; historic rules now forbid digital electronic timers, which I could operate easily, in favour of good old-fashioned stop-watches. Luckily I had an ideal opportunity to experiment at the Coys Festival at Silverstone, where the HRCR had a stall under the cheerful leadership of Bryan Halladay. Bryan runs a firm, CARS, which sells period rally equipment, and he gave me free rein to play with his stock. I was a little depressed to find that despite my recent three months suffering Stoke Mandeville catering for the finger operation, I still couldn't press the watch buttons. But Bryan solved it by fitting a pair of watches to a board in such a way that I could bang the buttons with my wrist. There's always a way, somehow.

Another point about stage events is that fireproof clothing is compulsory. When my initial plan to have a period-style two-piece suit made fell through, I was helped out at the last minute by my local race equipment dealer, Road and Rally in Fulham, whose enthusiastic boss Chris Wilson sorted out what I needed the day before the rally. Annoyingly, both my helmets were out of date, making them illegal for competition; however, working at Standard House sometimes has its plusses, as almost all the staff of MOTOR SPORT and *Motoring News* com-

pete in one form of the sport or another, giving me a choice of hat sizes to borrow.

A few days before the event we had our seeding position (rather low, since Anthony has done only road events for a while, and my track record was a bit sparse recently). On the Saturday before the rally, off we trundled to scrutineering in Bracknell to



GC takes a breather between stages (Photo: Nigel Schermuly).

have the Lancia checked over and collect a sheaf of timecards. This was slightly worrying too, as I had already discovered that I can't write legibly when the car is moving, so updating stage arrival times on the hoof was going to be hard. And if you clock in late, or worse, early, there are severe time penalties which make you very unpopular

with your driver.

But it was too late to worry. Suddenly it was 8.30 on Sunday morning; first snag — the paddock area was on gravel, so I couldn't move around in my chair. Now co-drivers like to reassure themselves by checking over their figures with other crews, so I had to resort to rounding up my opposite numbers and making them come to me. However, it was rather pleasant to be "holding court", and to see some of the old faces again as we watched the early runners start the GTA Longcross Stages.

Longcross is a military testing establishment, visible from the M3, consisting of a slightly banked fast outer circuit, and a sinuous infield handling link, spiced for today with a variety of chicanes and diversions. Very soon those who had walked the stage were bringing back alarming tales about the tank test hills, but I had to wait to see what they meant. We queued for our start in blissful ignorance, armed only with a sheaf of almost identical stage plans which showed the changes and reversals which would make 10 stages out of one basic track layout. Someone helpfully warned us of a tricky tightening adverse camber bend, and I carefully marked it down, the marshal signed my time-card, another marshal counted us down, and suddenly cards and papers were sliding around, I couldn't find the window winder and my legs were flailing from side-to-side as Anthony belted through the first bends. He had to do them on sight; it took ages before I shuffled the plan into my vision and started to call the bends. But my informant had pointed to the



Everard and Robinson were unlucky to break a hub only minutes from victory after leading all day.

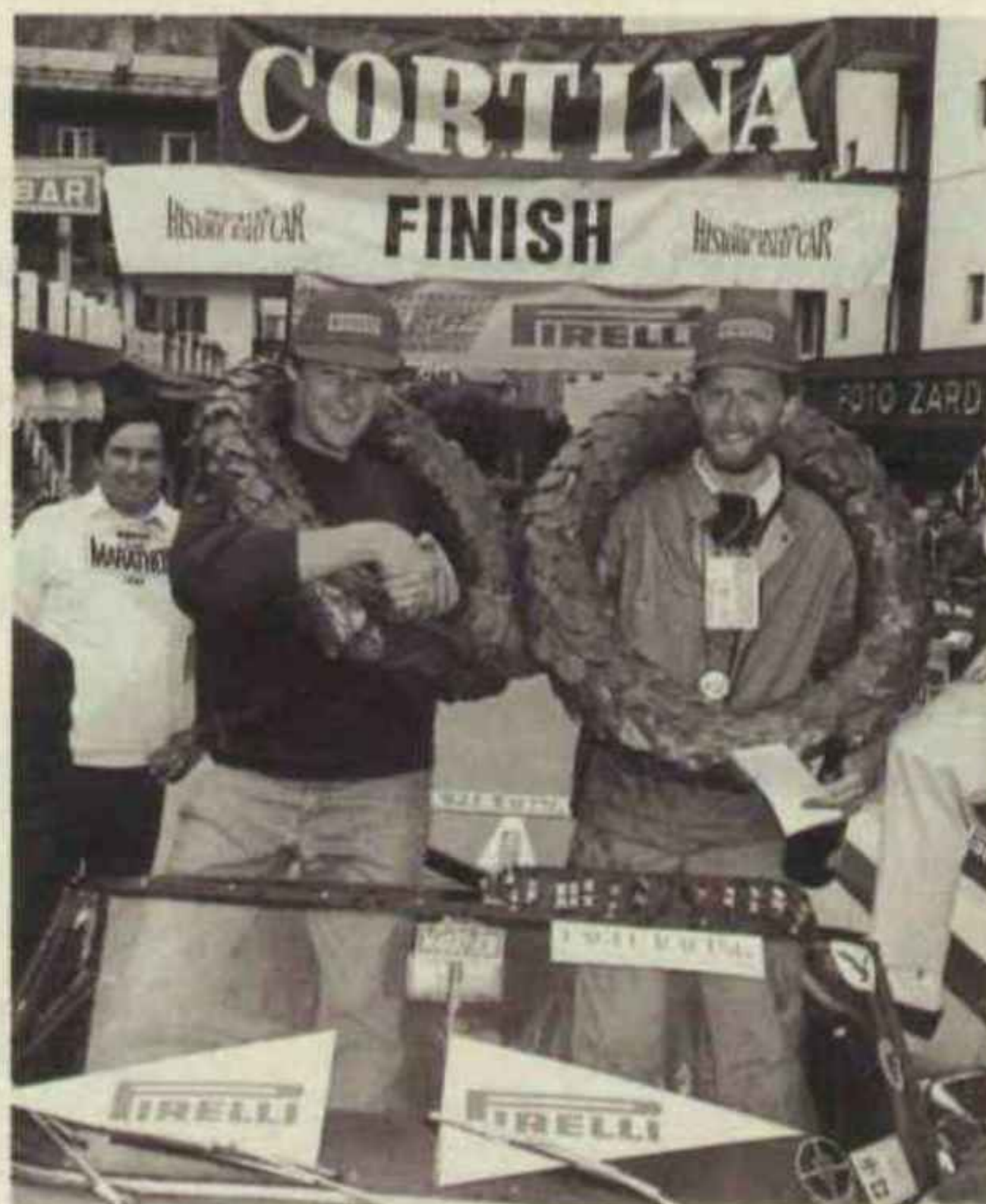
wrong nasty corner; while I was still yelling a warning to Anthony I heard tyres howling and looked up to see that we were definitely pointing the wrong way. We slithered through a long half-spin, and I must say that I wondered what it would be like to be rolled a second time; but the Lancia and its driver smartly gathered themselves up and pounded on through the mini-mountains of the infield.

All the time I struggled to keep my clipboard on my lap; in the chicanes my helmet banged the window, on the fast bends my feet clambered over the transmission tunnel. I felt like an astronaut in a centrifuge. Just when I thought we'd seen the worst of the g-forces, we pelted round a square bend to be faced with a concrete wall. Well, imagine an escalator concreted over; this was the tank hill, and it took off with a thump, soared endlessly skywards and pitched us over its summit with a lurch, straight into a 90-right, a downhill plunge, and a gravelly adverse left... In the old days, I've ridden in a GpC sportscar and been pummelled in a works Lancia with Markku Alen steering, but those were easy compared to trying this with three-quarters of your body out of control. We hit the finish, a marshal grabbed and scribbled on my board, and I tried to straighten my disordered limbs, wondering if I could stand another run, let alone another nine.

But it got better; I changed my position, strapped my knees together, wedged my feet in place, and after three or four stages had learned where and how to brace myself. I was still being told off for leaving my

window open (a no-no on stage events), but it was too laborious to explain that my left hand doesn't work, and with another car only seconds behind at a stage finish, you don't want to delay waving your card in the marshal's face.

The stages were paired, so there was little



A previous life: Pearman (left) and GC after winning the Pirelli Marathon in 1989.

point in my scrambling out of the car during the short gaps; I just sat, sweltering in the suit I couldn't undo, wearing the helmet I couldn't take off, worrying about whether I was being unknowingly bruised on the behind. But while the sections were being rearranged, I was heaved into my chair and was able to join in those earnest conversations I remember so well, as crews tell each other the same tales of the same near-disasters and mutter about who's running bent engines.

On every stage we did a lap-and-a-half, and cars set off at 30-second intervals, so there was traffic everywhere, with several cars on the stage at a time, some splitting off to the finish, some in mid-loop, some joining. It was a neat piece of choreography, and all the more impressive that everyone seemed to know where they were going. In fact the whole day ran like that, exactly on schedule, and all ten stages were run despite a strict cut-off time — a fine show for the HRCR's first solo event.

As results arrived for the early stages, no-one was surprised to see Jon Everard and Adrian Robinson at the head of the field in their Healey 3000, pressed by Dave Preese and Rowland Prentice (Porsche 911) and the MGB-mounted Malcolm Gammons and Peter Edney. But we were leading the pre-59 class, bare seconds ahead of James Harrison and Steve Sheppard in a MkII Zephyr, which added spice to the afternoon as we continued to trade seconds — that and the fact that there was usually someone to overtake. It's amazing what a car in the distance does to a driver, and when



MGBs were not a significant rally power in their day, but Malcolm Gammons upheld the record of the family MG preparation firm. Map below shows varied nature of Longcross track.

Anthony got one in his sights I settled down to admire the high-speed pulling power of the torquey narrow-angle 2.5-litre V6. His assessment of this car he knows so well was plainly right — not a slingshot from low down (a fifth gear would help), but possessing tremendous urge in the upper ranges and lovely balance; a real Grand Tourer well ahead of its time. And on this all-tarmac venue remarkably supple and stable, even through the worst test of all — tackling an even steeper tank hill downwards. You've had that feeling over a canal bridge, when the road vanishes beneath you and the bonnet starts to drop and just keeps on dropping. That was what we felt as we leapt over the top of this 45-degree concrete chute; 100ft down at the bottom we could see the scrapes and rubber where previous cars had smacked onto the flat. Yet the Aurelia didn't bottom out.

It may have been smooth, but the high-traction tarmac was tough on old cars, and there were many breakages: Preece's gear-

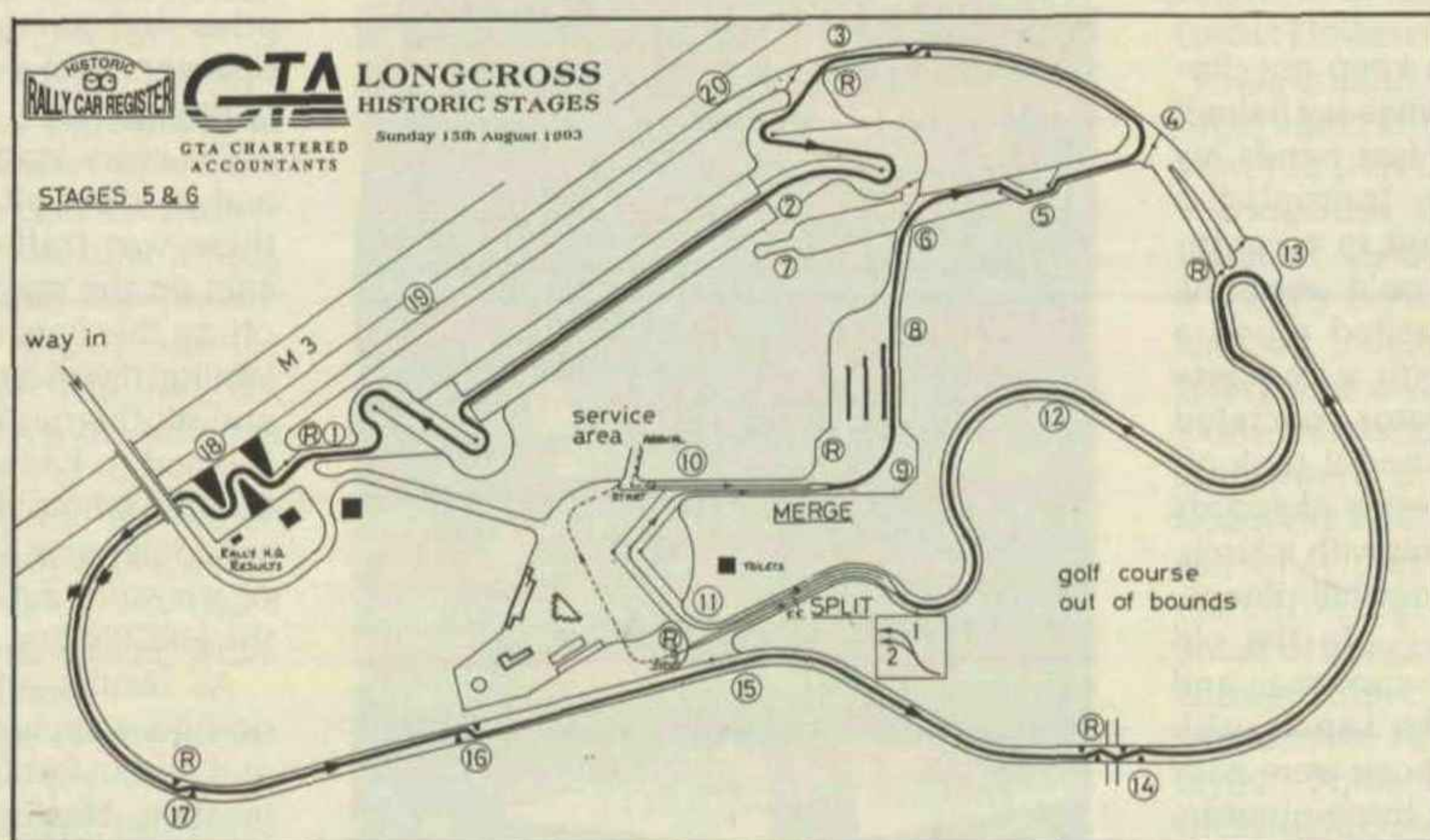
linkage failed, pushing him out of the top ten, and it became very close, Gammons chasing Everard, while there was a TR4 attack from Evan Mackenzie/Nick Wright, and David and Mark Brand. Anthony was sanguine about his 40-year old car — "If it

and Jolly was suddenly reclassified into our class, making us third in class after all. I didn't really mind; even a small award was an unexpected bonus to what was really an experiment.

Now that it's over, I think it was fun; perhaps another one would confirm it. But I want to go back to the more complicated road events, which is probably unrealistic given the amount of office-work which goes on in the left-hand seat. There's only one answer: it would be much simpler if I were to drive instead. A comfortable Sixties saloon which came with an auto-box and power steering — a Rover or Citroen, perhaps? After all, Clay Regazzoni, the F1

driver paralysed from the waist down, runs a racing school for the disabled at Mugello. Of course, there's still the RAC's stipulation that you must be able to vacate the car unassisted in 10 seconds, which I haven't a hope of meeting. Unless, of course, I buy James Bond's Aston Martin, complete with ejector seat. . .

G C



breaks, it breaks!" — but it sailed on unflustered, barring a fuel stutter on some bends. On the final stage there was an upset: a hub failed on the Everard's Healey, giving Gammons a well-fought victory ahead of the Brands and Mackenzie's TR4s. We lost our needle match to the Zephyr by a few seconds, but the rapid MGA of Tipping

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Mallory Park VSCC

In only its third visit to Mallory, the VSCC has proved that it has found an excellent home for the Williams Monaco Trophy race, formerly based at Cadwell Park, and this year's event on the 18th July produced a superb battle for the meeting's title race. In recent years the race, for two-seater Grand Prix cars, has struggled to attract a representative entry and although this year saw only ten starters — and only three representatives of the Molsheim marque — Julian Majzub was anxious to end Sir John Venables-Llewelyn's run of successes and, indeed, it was Majzub's ex-Campbell Bugatti 35B that led the opening laps by a whisker from Sir John in Lord Raglan's later Type 51 Bugatti. On lap three Venables-Llewelyn slipped past but was unable to open up any lead, Majzub hanging on tenaciously with plenty of opposite-lock out of the hairpin. In lapping backmarkers, the blue 35B took an opportunity and went through, only for Sir John to challenge again when Majzub slowed during further lappery. The twin-cam 51 coolly kept up the pressure right to the end and aided by a very ragged exit from the hairpin on the final lap by the single-cam 35B managed to close to within 0.4s as a delighted Majzub took the flag. Richard Pilkington was unchallenged in third with the Totnes Museum's 4½-litre Talbot from Mark Gillies (White Riley). Bill Morris drove the ex-Chula/Habershon 1926 GP Delage, not seen for ten years and now owned by German Eckart Berg. Treating the car with due respect, Bill brought it home in fifth.

The Vintage race saw a flag-to-flag win for Freddie Giles in the AC/GN Cognac Special, its engine rebuilt since its Silverstone win in April, while Stuart Harper (Morgan Aero) held off Gary Caroline's Morgan to take a comfortable second. Andrew Smith held up Frazer Nash honour in fourth from Frank Hernandez (Austin 7 Special) with Nick

Leston (Lovell-Elkhart) surviving a spin and contact with Knapp's 'Nash in sixth. Craig Collings made a hasty exit from proceedings when his 8-litre Bentley caught fire at Gerards.

The Patrick Marsh Trophy for pre-war sports cars (transferred from Oulton this year) saw a lead dice settled in favour of Ian Bentall's Bentley from Julian Bronson's fire-spitting supercharged Riley while the most entertaining duel of the race featured Adam Painter's pretty Maserati 4CS and Martin Stretton in Simon Bull's Invicta, the pair proceeding side-by-side for much of the distance, the verdict going to the Maserati. Things might have been different if Stretton had remembered to prime the second magneto before the start!

Duncan Ricketts briefly held sway in the



Williams Trophy winner Majzub, top, laps Smith's 'Nash in the hairpin. Painter (Maserati 4CS) and Stretton (Invicta) have differing theories on cornering (middle). V8 power for Tony Merrick — Marr's Maserati R1, above.

Pre-War Racing Cars race with Sally Marsh's ERA R1B before Martin Stretton took the lead at the Esses on the second lap in Dan Margulies' Maserati 4CL and proceeded to race to a comfortable win, while Ricketts had to ward off the attentions of Mark Gillies, going better than ever with the Brooke Special, now fitted with a 2-litre ERA engine, and such was his pace that he set second fastest lap 0.3s adrift of Stretton's time. Paul Jaye was the only other unlapped runner with the Alta, after the demise of Spollon's ERA, Phil Walker finishing fifth with the ex-Gerard single-seater K3 MG.

The other main scratch race, the Bob Gerard Trophy in honour of Leicester's most famous racing son, was something of a procession, variety being added to a field of six Cooper Bristols by the ERAs of Donald Day (R14B, an ex-Gerard car with second place in the 1949 British Grand Prix to its credit) and Peter Mann (R9B). The quickest Cooper Bristol driver of modern times, Roddy Macpherson, drove into the distance in his very well-developed example but, surprisingly, it was the ERA of Day which gave chase followed by Mann in R9B. Graham Burrows made Mann work for fourth place with his Cooper Bristol with Adam Smith finishing a lap down in Chris Browning's example.

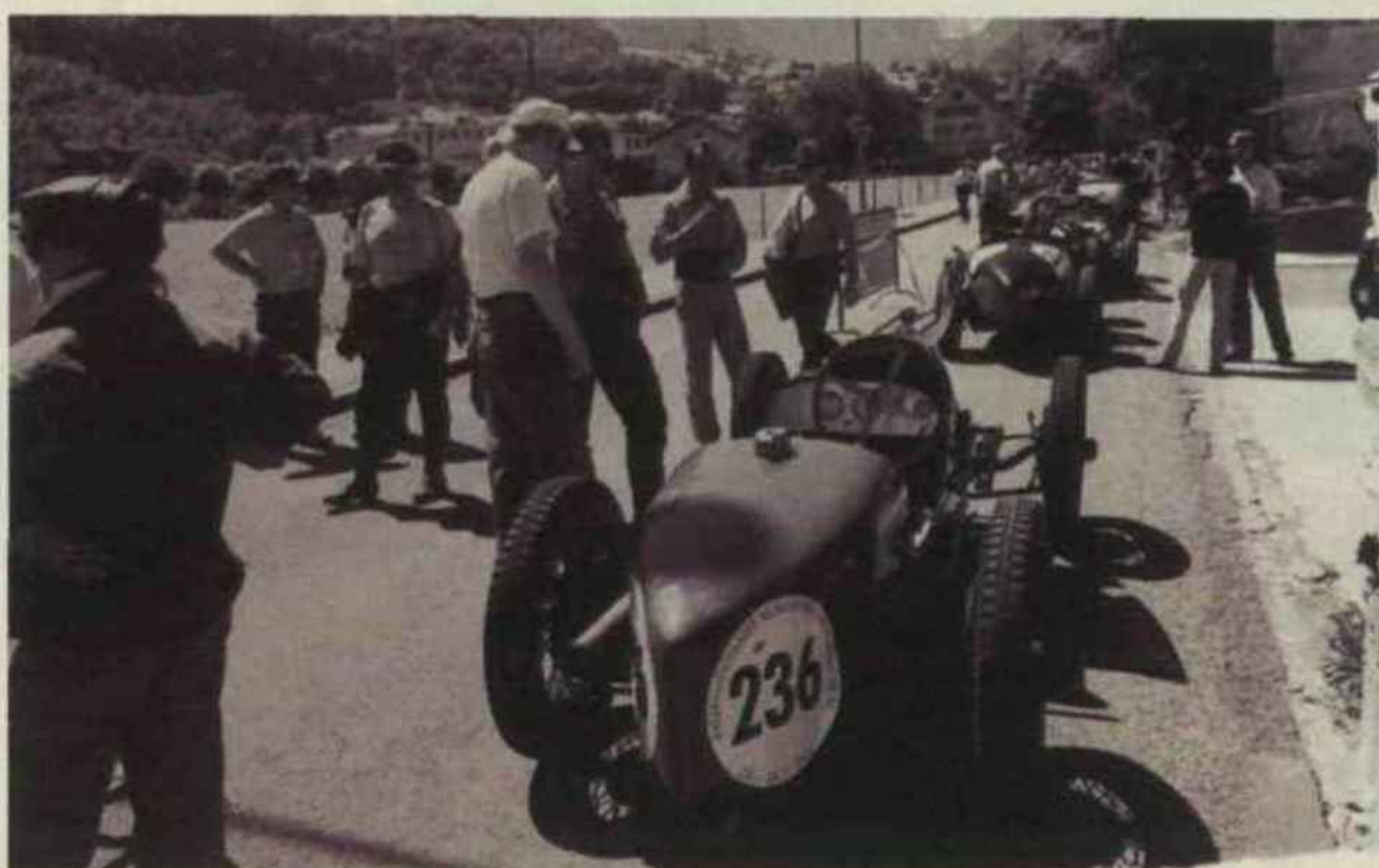
Phil Walker emerged as the most successful driver of the meeting taking wins in two scratch races with his increasingly rapid MG K3, the first after a fine battle with John Seber (Wolseley Hornet) and the second after an equally impressive fight with Stuart Harper's Morgan. In the latter race the evergreen Frank Lockhart made one of his rare appearances this year with the Rover Special to take third, lapping faster than the race winner! The two handicaps went to Day with his ERA, and Welch with his Riley Special.

ASDC

Caracciola Wins Klausen Hillclimb



The Hispano-Suiza won its class by one-hundredth of a second in the capable hands of local Georges Kolb.



Queue for the start-line on practice day. Foreground is a Raymond Herbert.

The Klausen Rennen Memorial, promoted by the Automobil Club Glarus und Uri, took place in Switzerland on 24th-25th July. Over 450 pre-war cars and motorcycles took part, and 40,000 people came to watch. It was an against-the-clock event, with competitors attempting to cross the finish line, 3800ft, 21.5km and 135 bends above the start, within a set time. For the racing car classes that time was Caracciola's

record set in the W125 Mercedes at 52.5mph on 5th August 1934. No-one was able to beat the 59-year-old record.

That was not for lack of trying. On the practice day, when the sun shone, several runners such as Lord Raglan (Bugatti T51), Martin Morris and John Llewellyn (ERAs), Fred Giles (AC-GN) and Rodney Felton all beat the Caracciola time or got within spitting distance of it on their first runs. The

Swiss weather clerk ruled in favour of the defunct nonagenarian, however, by sending four inches of rain in the couple of hours which the racing car class took to climb the pass. Felton was within two seconds of Caracciola, and achieved fastest time of the day, followed by Morris, Llewellyn, Giles, David Andrews (1932 Morgan-JAP) and Raglan. Jost Wildbolz (Maserati 6C34) was the fastest local.

T J T

Oldtimer G P



Photos: Ian Andrews



August's two-day Historic festival brought 63 clubs and 50,000 spectators to the *neue-Nurburgring*. British pilots fared well: Rod Jolley (Cooper T51) beat Martin Stretton's Maserati in the HGPCA race, Geoff Farmer (McLaren M8C) scored his first Supersports win, and Richard Pilkington beat the Pre-war GP field in his Talbot. Above left, Elans dominated the GTS event, but an Abarth coupé was a welcome extra. Right, a sight we've yet to see in UK: an SSK racing – F Glaser up.

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2-litre ERA power has boosted the Brook Special: Gillies prepares to pass Jaye's Alta by the pond.

Closing date

The VSCC returned to the traditional August Bank Holiday date for its final race meeting of the year, at Cadwell Park, and while the entry for the Vintage and Pre-War Racing car events were lacking many of the regular front-runners, the Spero & Voiturette Trophies race attracted sufficient interest to warrant two heats and a final. The first heat resulted in an easy win for David Fletcher-Jones (Lagonda Rapier) from Richard Wills (Riley) and Ian Davidson's rapid supercharged 750cc MG while Frank Hernandez (Austin 7 s/c) never came under pressure to take the second heat from Barry Foster's supercharged MG and Tony Irwin's Riley. Much of the interest for the final evaporated when Hernandez failed to make the start, leaving Fletcher-Jones with a relatively easy run to take the Spero Trophy (for up to 1100cc), the race being red-flagged and results declared at 4 laps. Runner-up spot went to the Riley of Richard Wills who just managed to hold off the similar car of Tony Irwin, with yet another in the hands of Clive Temple filling fourth place. The Voiturette Trophy (for up to 750cc supercharged) fell to Tim Myall (Austin 7) in fifth place overall.

As always, the race for Frazer Nash and GN chain-driven cars was well supported and whilst Andrew Smith decided to set off well before the starter raised his flag it was brother Simon who led the opening lap (Andrew having incurred a penalty) and Jon Giles in the GN 'Beetle'. Andrew Smith dropped back to fourth at half-distance as James Knapp began to pressure Giles in second place who was displaced a lap later by Knapp and Steve Roberts. Simon Smith ran out an easy winner from Knapp, Roberts, Andrew Smith and Giles.

Martin Stretton appeared to have the Melville & Geoghegan Trophies race well in hand, dictating the early laps in Simon Bull's Invicta, whilst behind, Ian Bentall (Bentley 4¼), James Knapp and Julian Bron-

son (Riley) were scrapping merrily over the places until the leader began to slow as a brand-new rear tyre punctured and he pulled in, leaving Bentall ahead of Bronson and the Frazer Nash of Knapp, this trio outdistancing the Talbot of John Guyatt and Bruce Riches (Riley).

Stretton took up his second pole of the day, for the Pre-war Racing Car race in Dan Margulies' 4CL Maserati but was swamped by the field as he lost first gear, getting away in ninth. By the end of the first lap he was up to second behind Sir John Venables-Llewellyn (ERA R4A) and ahead of Paul Jaye (Alta) and Stuart Harper (Morgan). After changing a cracked piston after practice, Duncan Ricketts' efforts were rewarded with a broken half-shaft on Sally Marsh's ERA R1B as he left the line. Mark Gillies was past Harper on the second lap, and one lap later Stretton's bad luck continued with a broken gearbox halting progress, allowing Venables-Llewellyn to progress to an untroubled win. Now fitted with a 2-litre ERA engine, Gillies' Brooke Special pressed on and soon was up to second while Paul Jaye spent the remainder of the race holding off Stuart Harper. Forsaking his regular ERA, Tony Stephens was rewarded with a

well-earned fifth driving Duncan Ricketts' 1½-litre Riley running the full distance with James Crocker's misfiring Lagonda the only other finisher some two laps adrift.

Freddie Giles and Stuart Harper entertained with a spirited battle for the lead of the Vintage race, Giles leading from the flag with the AC/GN and whilst Harper harried in his Morgan, he never had the power to take the advantage. On lap 7, however, Giles' race came to an abrupt end when he pulled off with apparently dead electrics with the Morgan cruising to an easy win. James Knapp claimed his third placing of the day in taking second with his 'Nash after early challenger Jon Giles retired the GN Beetle, while Randall Stewart just held on to third in his 4.4 Bentley closely followed by Gary Caroline in the second Morgan.

Caroline also took one of the 4-lap Handicaps from David Leigh's Frazer Nash, with the first Handicap going to Peter Cobb's Frazer Nash, just pipping Geoff Toms' Riley by 0.2s. Phil Walker took the final Scratch race with his MG from Len Thompson's Lagonda, Walker also wrapping up the MOTOR SPORT Brooklands Memorial Trophy after a most consistent season.

A S D C



Ian Bentall (Bentley) leads Julian Bronson (Riley) to the Melville Trophy.

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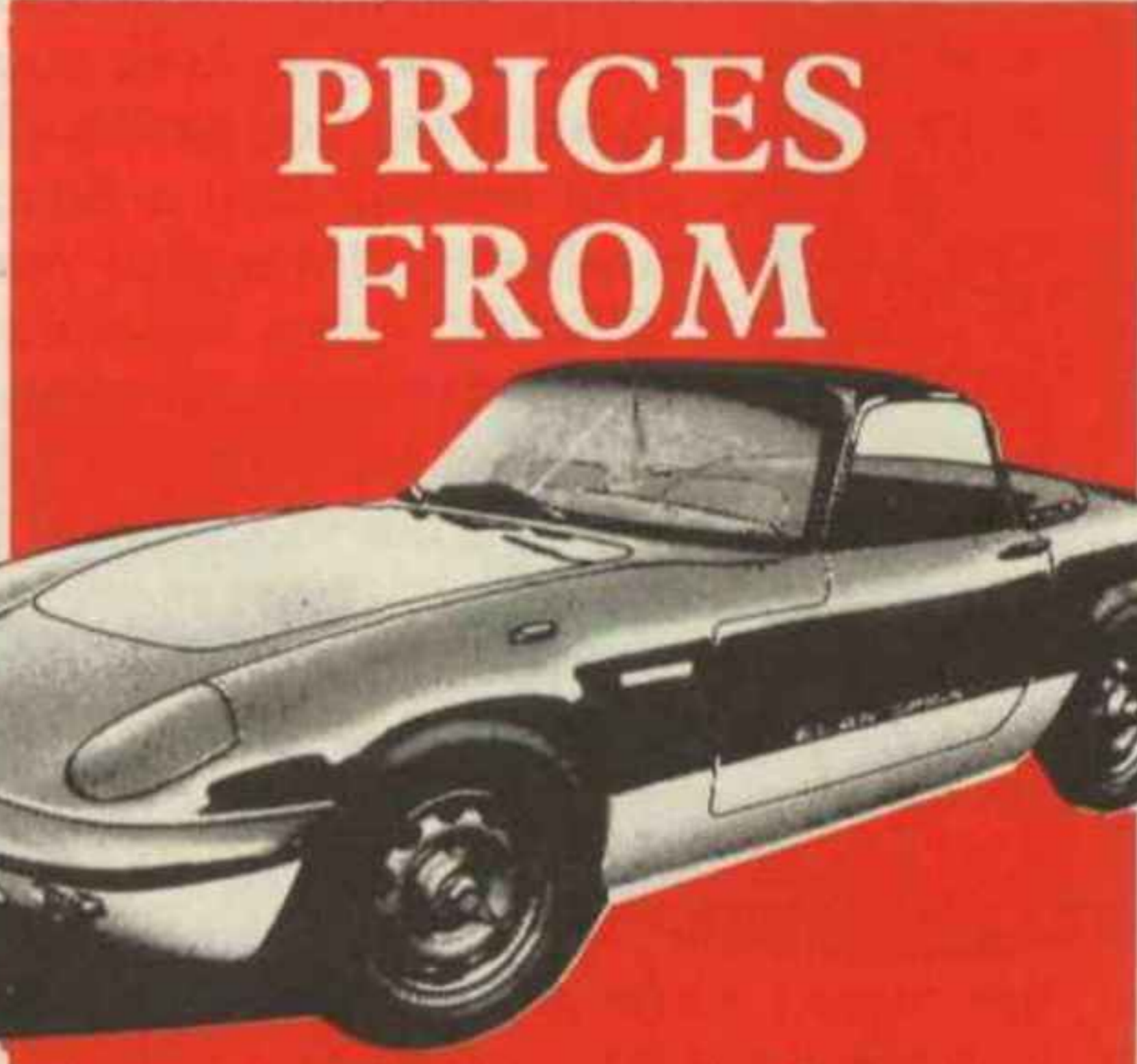
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Beware!

In an attempt to reduce road accidents, the Government has all manner of nasty ideas for those who offend. Quite right, of course, for habitual casual drivers, fools, and those youngsters who steal cars for races on public roads and so often injure and kill others, if not themselves. But experienced, sensible drivers of sound cars may, unjustifiably, become victims of the ever-tightening restrictions on driving those mechanically-propelled vehicles without which modern life would grind to a crawl, and which have been well developed in safety aspects since the first ones appeared 100 and more years ago.

Radar speed-traps, wheel clamping (a £150-million a year pernicious practice, open to criminal cowboys), Gatso cameras, unmarked police cars, all can be snares even for careful, skilled, conscientious car owners. We all make the odd mistake or two, but as motorists, these are not forgiven. Remember that forgetting to fasten your seat-belt could cost you a fine of up to £500. Not seeing a traffic light, £1,000. (If you want the full sad story Tyreservices' depots will give you a free booklet about *You and The Law*.) More haste and less speed is the ideal of the law-makers, in this horseless age! You can be apprehended (ominous word) for so many things — par-

king within 32ft of a junction, forgetting to switch off a fog-lamp, or accidentally beeping the horn in a town between 11.30pm and 7am — shades of the restrictions pioneer motorists had to fight.

I am reminded that Dr Michael Bingley is relentlessly opposing the fresh spate of such iniquities. Drivers who offend are threatened with a further test within two years of the first, which self-satisfied John MacGregor sees as "frightening, over-confident, aggressive, driver attitudes". Old folk who need cars, even find enjoyment in them, are targeted, as well as keen young drivers. Quite a good thing, you say? Well, it frightens me, after hearing how a *Sunday Telegraph's* clean-licence driver of 21 years' accident-free, 250,000 miles experience, failed the IAM test with an ex-police examiner because he did not know the colour of M-way cat's eyes, had not looked over his shoulder before moving off (what are mirrors for?), had crossed his hands when cornering (F1 drivers please note) and had got up to a giddy 38mph!

It is estimated that 80% of drivers, if forced to take the test again, would fail. If this makes a nonsense of those of us who try to drive decently, what will it do for those whose motoring life is just commencing? The war on motorists seems to be hotting up! Finally, there is the threat of increased car licence fees in the forthcoming Budget, to raise more than the present £23.6 billion, regardless of the fact that only a miserably small part of this has been spent on road improvements.

Schneider rumours



An American reader is seeking information about a 1907 40/50 hp Rochet Schneider. It is one of three such cars purchased by the wealthy Spaulding family, after Leon Spaulding had bought a car of this make early in 1905 during a visit to France and had found it to have "a fine-running engine and to be a good looking car", which encouraged the subsequent order. But in 1911 one of the three cars was traded-in for a Simplex. The Rochet-Schneider that has been restored by the discoverer is number 7353, series

7340, with engine no 7310. said to have been the most expensive foreign car in the USA in 1907. It was driven by the chauffeur, Walter Tarbell. Rumour suggests that the car, which with its 140x180mm engine of over 11 litres will still do close to 80 mph, with something in hand, was shipped to France and Britain many times, to take part in speed-trials or races, which the demountable doors (fitted in 1909) and easily-removeable rear of the touring Judkins body would facilitate. Can anyone confirm this, please?

Ford notes

May I again extoll the merits of the H-registration Ford Sierra 4x4 EFi which I am using, as having possibilities for those in the market for a used family car or workhorse? Its 42,000-mile interim service cost £38.73 including VAT, the only replacements being a bulb behind the digital clock, oil and the oil filter. After 43,750 miles it is nicely mellowed and performing, as from the start, troublefree. Remarkably it used no oil between 6000-mile services, (and it is not over-filled at these, I have just checked), the last mpg check after a bout of fast Motorway town and country showed 28.6, but at 24,000 miles the Pirelli P60s are coming to life's end, the one at the n/s rear about shot. But that is considerably better than the mileage I got from Uniroyals.

For a 4x4, ABS-braked car with plenty of seating and boot space, electric windows all round, sun roof, windscreen aerial and the winter boon of a heated screen, a decent range of fascia info and courtesy lights, ample urge from the twin-cam engine which makes 6000 rpm without complaint, an excellent Ford audio system, and a remarkable steering lock for an all-wheel-drive vehicle, it appeals to me, as it might to you.

WB

The Things They Say...

"Did Damon's sideburns speed him to victory (at Hungary)? Next week; the downforce of Damon's sidies" — *Autocar & Motor's* Michael Harvey predicting the continuing success of Hill in F1 racing. Well, we all have our own style and I am well aware of the changing face of motoring journalism.

WB

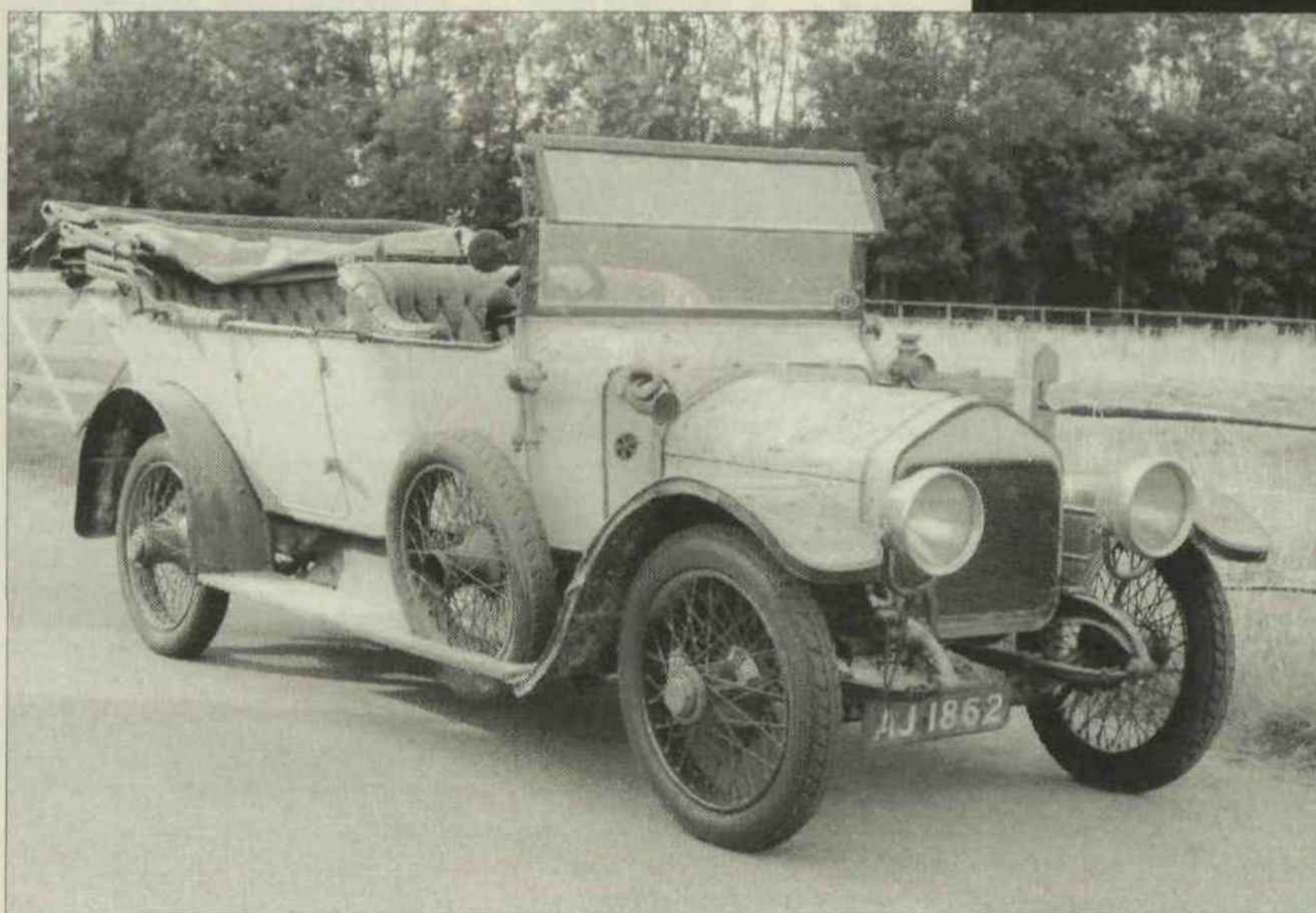
OBITUARY

F J Brymer

F J Brymer has died in hospital in Sussex, following a stroke. After illness had dogged his youth he recovered, to the extent of driving his open cars in the depth of winter in open-neck shirts. He was a railway enthusiast, but his main pursuit was photography of motoring competitions of all kinds, especially the MCC trials, in which he had been a competitor with his Riley Monaco. He later used a Riley Gamecock, a very draughty car, as WB can testify, because he became a close friend of Jim Brymer and went with him on many long runs in this car, often through winter nights. The news came as a great shock, and WB extends his deepest sympathy to Brymer's daughter, with whom he lived at his cottage in Chiddingfold.

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A 1906/7 Targa Florio-Type Fiat Reborn

Having heard intriguing accounts of how a Targa Florio type FIAT had been rescued from an Irish bog and immaculately reborn, and then seen it open this year's VSCC Prescott hill climb in fine fashion, I went, on one of the few hot days this summer, to visit Graham Rankin, the car's fortunate owner, and learn more about it.

Rankin is such a fitting custodian for a motor-car of this kind. Let me just remind

you briefly of his motoring career to date. His first car was a 1933 Hillman Minx owned by a policeman, bought for 30/- (150p). He then acquired another of these Hillmans, this time for 50/- (250p). After this Rankin ran for a time the 6-litre sleeve-valve Minerva which G L Baker had raced with dignity at Brooklands; I recall a very cold run with Rankin from Fleet to Brighton in it to talk with Baker's son. By 1969 Graham had become a more ambitious vintage driver. He

got hold of a 1932 Austin 7 box saloon for £40 and, accompanied by Martin Boag, persuaded it to take them to Australia and a considerable way round the Globe, covering 28,000 miles, the subject of a book describing this remarkable journey. This was followed by an expedition circumnavigating Africa, in an A7 Chummy, after which came a spell restoring a rare 1913 V4 Peugeot. In 1980, drinking in *The Phoenix*, home then of the VSCC at Hartley Wintney, Graham was

another equally enthralling one with which I will close this account.

In 1907 FIAT was in a strikingly dominant position in the racing world. Felice Nazzaro won for them the Targa Florio, Kaiserpreis and French Grand Prix races. In the sinuous Targa Florio, Nazzaro averaged 33.5 mph after leading for most of the 277 miles, and another FIAT, driven by Lancia, finished in second place. Nazzaro drove for more than 8 hours 17 minutes to win this most demanding of motor races, run in the Sicilian mountains, with hazardous ascents and descents and some thousand corners per lap. According to W F Bradley, Nazzaro's lap times were commendably consistent, until he had to change a tyre, and here I may say that Rankin has some fine framed photographs and a big Gordon Crosby painting of this achievement hanging adjacent to the FIAT of the same kind, which he has so painstakingly resuscitated . . .

The Targa Florio, you see, was won in 1907 by a FIAT which was virtually one of the then-current 28/40 hp touring cars, sold by D'arcy Baker in Great Britain as the 30/40 hp model, of which the surprisingly large number of 953 were said to have been produced between 1906 and 1908. In fact, it could be said that, rather as Renault, after their victory with a 13-litre car in the first French GP of 1906, built a number of half-size replicas, FIAT was making replicas of the car used to win the 1907 Targa Florio, but of the same engine size. This is not perhaps an accurate analogy, because the situation was that the Sicilian contest was ruled so as to attract touring-type cars and the winning FIAT was thus a slightly-warmed version of a model already in production. The fact is, however, that Graham Rankin has a car which closely resembles the Targa Florio winner, particularly as he has been very careful to rebuild it as closely as possible to the plans of that car sent to him from Turin and from the many photographs he has studied.

The story of this particular 28/40 hp FIAT

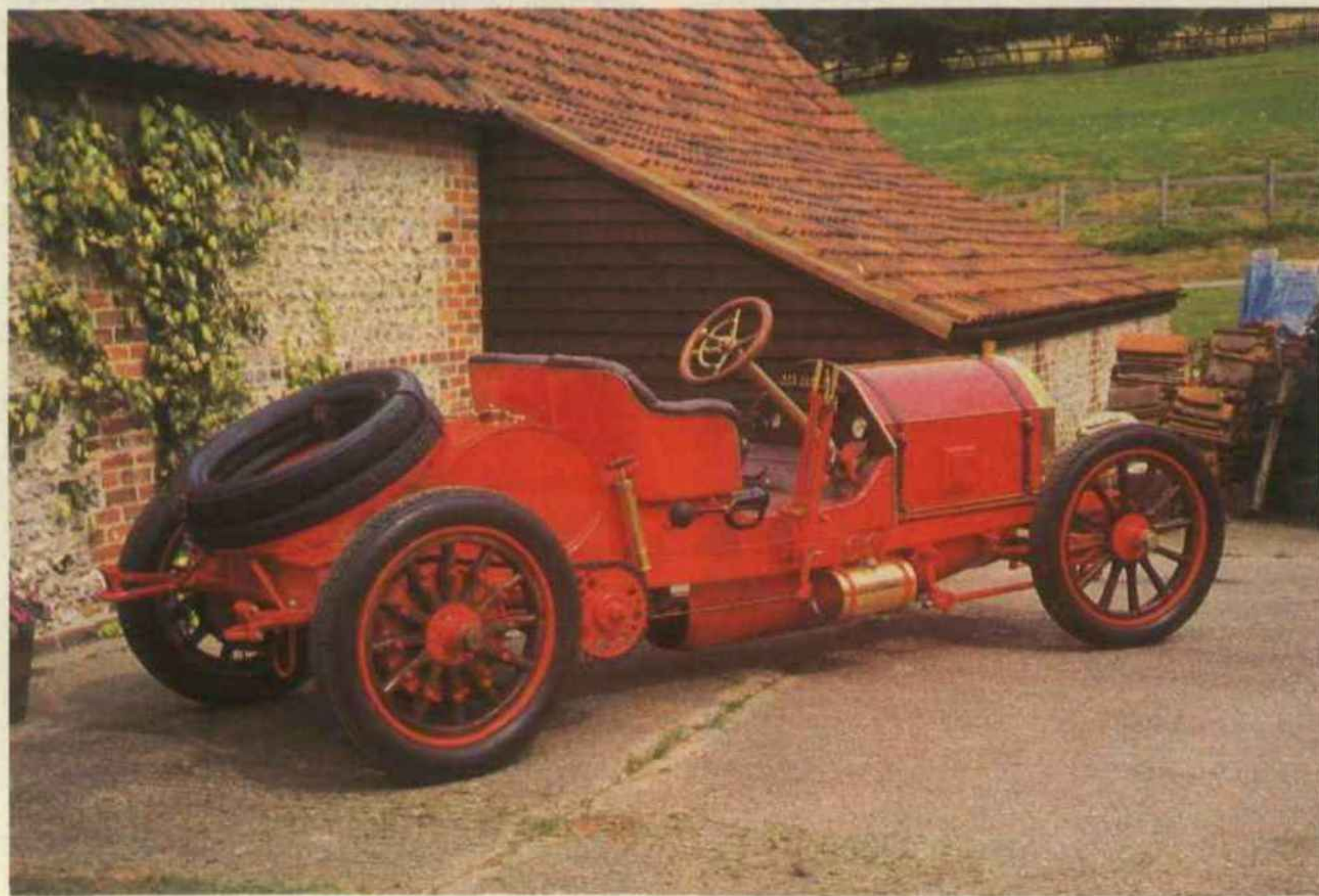
is in itself remarkable. Graham was in a pub, probably *The Phoenix* again, when he was told by Ian Pritchett of a big Edwardian motor-car of this make that had been found in a bog in Northern Ireland. It was the one that had been sent by the factory to London on June 1st, 1906, the only one ever sent to Britain at that time. In 1910 it appears in the records in the name of Alfred O Part, and was subsequently purchased by the McCullough family of Omagh, County Tyrone, and registered JI 188. After serving them well it was converted into a lorry by 1913, equipped with smaller sprockets for the chain final-drive, and solid tyres. The ball in the steering drag-link broke and, a replacement being unobtainable, it was left to partially sink in the bog. The car languished for the next 80 years.

The FIAT was purchased by Ralph Armstrong, then advertised by him in *Exchange & Mart* in July 1979 for £200, and later bought for £600 by Robin Downing of Whitland who brought it to Wales in 1986. Rankin bought it from Downing in the same year and has spent seven years restoring it. After so many years sinking in the Irish bog the condition could hardly be described as good and Graham says it is the biggest task of this kind that he has attempted. Some 70% of the car had to be resuscitated and among those who were involved were John Underwood who made the radiator, fuel and oil tanks, and bonnet, Mike Lemon who was responsible for the castings and patterns, Geoff Harris for numerous bits of clever engineering, and Rodney Fowler who made the 35mm pitch chain sprockets. Nick Jarvis produced new wheels, Mike Hirst, of course, the beaded-edge tyres. When Rankin managed to contact the McCulloughs the son remembered the old car, saying that once, when he wanted a magnet for an electrical experiment, he hit the magneto a blow with a hammer and a piece flew off into his eye. "I shall need the eye for the rebuild," Graham told him . . . The McCullough family came to the FIAT's firing-up party on July

Two views of Graham Rankin's 7.3-litre FIAT, rescued from obscurity and carefully rebuilt to resemble the 1907 Targa Florio winner. W B and Rankin prepare for their outing, above.

assailed by the 30/98 bug, a not unpleasant affliction, and was able to buy a kit-car from Pat Marsh, his OE, since to become well-known in VSCC trials.

Then restlessness returned, resulting in 1990 in that epic FIAT-sponsored Paris-Pekin run in the Lancia Simplex. We are now at the FIAT stage and, indeed, another 30/98, an E-type, was sold to Mike Quartermaine, so that full attention could be devoted to the exciting new project, and



24th, an afternoon when many demonstration runs were given, using a vast amount of petrol, because the car was not then *au point* in all departments.

The FIAT is a truly impressive Edwardian. The complexity of the engine reminds me of those fascinating pictures of the power-units that used to grace the pages of early motor-papers. The cylinders of this T-head engine, bore and stroke 125 x 150mm (7360cc), are in two pairs. The valves are topped by big valve caps. On the offside thin push-rods actuate the 1t igniters, which have 85% nickel electrodes and trip-hammers for make-and-break. (Rankin had the original electrodes analysed by Rolls-Royce, and they proved to have been of 98% nickel, a technical detail lost for many years.) At the front of the engine large "mangle-wheels" drive the two camshafts and the low-tension magneto on the off-side of the crankcase, and on the near-side the water pump is driven *via* a long shaft. On the same side the carburettor (an updraft Zenith, found at the Beaulieu auto-jumble) replaces the original, somewhat tricky, FIAT mixture-producer, feeding through a two-branch manifold.

The former oil-box on the dash has been replaced by a new system planned by Graham, based on contemporary Mercedes practice, a total-loss system, with ten drip-feeds on the dash, four supplying oil to the plain-bearing engine, which has H-section con-rods, four lubricating the cylinder walls, and two the timing chest. The long-skirted cast-iron pistons have been changed for new aluminium ones; on a compression-ratio of 4.2 to 1 the power developed was 43 bhp at 1100 rpm, 47 bhp at 1200 rpm, but the lighter pistons should have improved on this to some extent. The Targa Florio FIAT had apparently been made to produce a maximum of 60 bhp by engineer Fornaca. Incidentally, the low-tension ignition (aided for starting by a coil) is unusual in having means for advancing or retarding it automatically, achieved by the use of concentric camshafts, one operating the igniter push-rods, one the valves, which can rotate relative to each other. Graham has also fitted a safety buzzer to prevent the battery being left on inadvertently — if the engine stops with a contact closed, there is a risk of fire from the coil overheating.

The chassis has the intermediate wheel-base of these 28/40 hp FIATS, at 10ft 2in,



The four-cylinder motor has paired blocks; the igniter push-rods are plainly visible. Bottom left, the man-sized pump keeps fuel pressure up. Tachometer, air-pressure gauge and a battery of drip-feeds stock the dash, bottom right.

and the wheels are shod with Betco tyres, 875 x 105 at the front, 880 x 120 at the back. The engine drives to the four-speed and reverse gearbox *via* a 46-plate clutch, which tends to drag, so that Rankin is experimenting with oils of lower and lower viscosity, consistent with sufficient lubricating qualities, such as diesel oil. The gear and brake levers, of appropriate dimensions, the former working in a gate, are external. The hand brake operates expanding brakes on the back wheels (Ferodo lined), the pedal contracting bands on two drums, one on the gearbox second-motion shaft, the other on the transmission countershaft. The drilled final drive sprockets had 23 teeth on the production cars but Graham uses 28-tooth ones for "motorway cruising".

There is really no bodywork. Two comfortable seats, which lift up to give access to the tool chest, have behind them an enormous oval 40-gallon petrol tank (pump 4-star laced with Redex is the customary diet), and behind that two spare tyres are strapped on. Weight, all-up, that is without fuel but with water, of which the radiator holds five gallons, is 25 cwt. A tank on the side of the chassis, once used for water to cool the brakes, now serves as the oil tank. The accelerator is central, between clutch and brake pedals, which could be an anti-fail-safe for today's drivers. The Targa Florio FIATS were scarlet, so naturally Graham Rankin painted his car thus, using ICI red paint laced with a trace of yellow. The result enhances this exciting car, low hung, lean and ready to go. As does the tapering undershield, a feature which improves most early motor-cars.

So to the starting-up procedure. Pump up fuel pressure, with the man-sized brass pump located behind the driver's seat for his right hand to operate when driving. Prime the cylinders through the compression taps. Turn on the oil tap. *Slightly* flood the Zenith — the fire extinguisher is in the tool chest. Turn on the ignition, causing a continuous hum from the warning buzzer. David Filsell gamely cranks-up and the engine bursts into throaty life, and soon warms up. The driver climbs up into his seat. He is confronted by a small tachometer on the right of the dash, driven by spring-belt, using bits of 30/98 pulleys, and recalibrated to original calligraphy by a horologist (reading 0, 2, 4, 6, 8, 10, 12, 14,

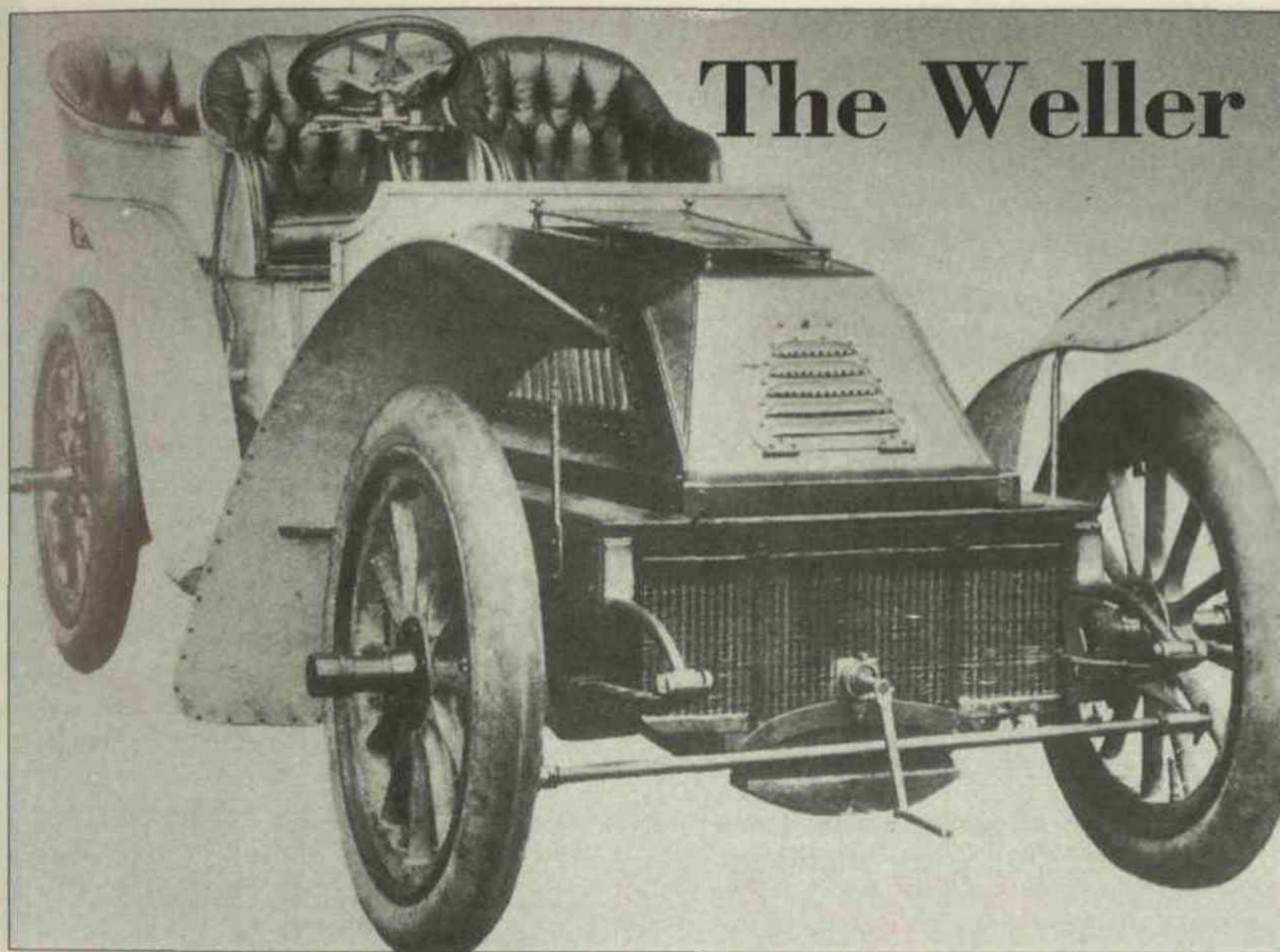
16, 18, 20), and over on the left of the dash the even smaller air-pressure gauge (calibrated 0, 1.0, 1.5, 2.0, 2.5 and 3.0). The walnut-rimmed steering wheel on its long raked column needs just one turn, lock-to-lock. The passenger is provided with a useful wooden foot-rest (put on for Mary-Anne — Rankin is a thoughtful chap), and has to watch those ten drip feeds. Had we been motoring after dark the fine pair of dual-burner headlamps would have been lit, had there been a gas-generator on the car. These lamps were, by one of those happy miracles or co-incidences, found by Terry Cardy on a shelf where they had lain for some 70 years. Appropriately inscribed "Carrozzeria FIAT Torino", Graham had to have them, and paid £500 for them. They add nicely to the car's period appeal. Such electrics as there are, are served by three brass tumbler switches on the seat base.

Up the private drive and through the village the FIAT accelerated powerfully, with a purposeful exhaust beat. For much of the run third speed was used, but if top gear is engaged the exhaust noise is subdued and cruising maintained at a decent pace, when 80 mph can, I am told, be easily mistaken for 60. It was an *exhilarating* run! The lusty FIAT overtook modern comfort-boxes, not in ones and twos, but four at a time, along a dual carriageway, and one could glance down from one's high perch with disdain at their occupants. Changing from top to third speed required a long movement of the lever and produced a trace of clutch slip, and when retardation was advisable the brakes just about did their job. A real red-blooded motor-car! I look forward to seeing it in VSCC competitions and I believe Graham has something very ambitious in mind for it, if sponsorship is forthcoming...

I said that Rankin has another exciting project taking shape. This will consist of putting a six-cylinder-in-line 16-litre Isotta-Fraschini aero-engine, cooled with a Fiat radiator, into a Fiat chassis, with final drive *via* a Fiat gearbox and side chains. The engine is reminiscent of Hispano Suiza practice, with its slim outline and enclosed overhead camshaft, but has fingers imposed between cams and valve stems, unlike the direct prodding of the HS valve gear. This is a somewhat distant project, but another car that I very much look forward to seeing in action.

W B





In last April's "Forgotten Makes" feature we discussed the Globe, in the course of which discourse I referred to the Hitchon-Weller cars, remarking that this was another story, to which we might return. Before too much petrol passes through the jets, let us pick up that thread of remote motoring history.

John Weller had designed a very sound car which it was said he had hoped to race and which was exhibited at the Crystal Palace Motor Show of 1903. This 20 hp Weller was a conventional but well-founded design, with a four-cylinder engine having paired cylinder blocks, water cooling, and final drive by side chains. From premises in South Place, Norwood Road, West Norwood, in South-East London, there were plans to market the 20 hp Weller and Weller motorcycles, and a range of smaller cars of 8, 10 and 15 hp was visualised. However, the production side of the business was found to be less easy to cope with than designing the cars and apparently only the one Weller was made. It seems as if insufficient money caused the demise of the venture, which John Weller had shared with his brother. Apparently they had formed their company with capital of £3000, of which £1100 worth of £1 shares had been issued. But the works had cost £1700, so that there was not much working capital with which to develop the business. When it failed Weller found another backer in Alfred Hitchon, who as Vice Chairman of Howard and Ballough Ltd, a wool-machinery business in Accrington, was later to manufacture the Globe cars. This gentleman lived in the village of Wilpshire and needed a means of getting from there to his factory. He decided that one of the electric cars popular in America might fill the bill and around 1900 he ordered a Columbia, which duly arrived at Liverpool. Alas, on the sea voyage the Columbia's batteries had been damaged and it was six months before replacements were obtained.

The replacement batteries having been landed safely, Mr Hitchon was able to drive the seven miles between his house and his works. But not very satisfactorily, because although the route avoided the town of Blackburn, the distance was enough to almost discharge the Columbia's source of electrical inspiration and the car would only just breast the final hill. Arrived at his destination, the batteries could be put on charge for the day, ready for the homeward journey. But Mr Hitchon soon tired of having to delay his departure until it was pronounced that there was sufficient charge in the accumulators for him to reach home. His solution was to purchase a 3½hp petrol-engined Argyll. (It is said that the disused Columbia Electric remained in the Accrington factory until 1912, when it was broken up and its motor sold).

The new Argyll had the required range but it also had a very difficult gear change. This encouraged Mr Hitchon, who was clearly an engineer, to design a gearbox of his own conception. To obviate difficult and noisy gear changing he made all the lower gears constant mesh, free-wheeling until they were required. A free-wheel between the lower gears and the layshaft meant that the driver changed out of top gear to second gear by disengaging top, whereupon the second speed pinions ceased to free-wheel, and took up the drive, but the bottom gears continued to free-wheel, until second gear had been disengaged. It was a foolproof system. By the time Mr Hitchon had completed and patented his gearbox it was 1901, and the Argyll had been replaced with a Daimler. To this car a Hitchon gearbox was fitted for test purposes, and other Hitchon gearboxes were tried out in the Company's lorries.

The Hitchon Gear and Automobile Company was formed to exploit this ingenious gearbox commercially, and by 1905 it was recognised as a considerable improvement on the average "crash" gearbox of those

times. The early versions were designed to transmit up to 18 hp but later designs would handle up to 100 hp. Herbert Austin installed one in a four-cylinder Wolseley and the Jowett brothers were said to be interested. Mr Hitchon claimed to have been inundated with enquiries, but he was unable to meet orders for special gearboxes due to the cost of making new patterns, nor would he grant licences for the manufacture of his gearbox to other car makers, being insistent that they must buy the gearboxes from him. In addition, this was an expensive gearbox to make and the presence of the free-wheels destroyed the benefit of engine braking when going down hills, except when in top gear. So, although the inventor claimed that after four years' use, presumably in his Daimler, no trouble had been experienced, after 1905 no more was heard of this much-needed aid to easier driving of the early automobiles.

The reporting of this history now becomes difficult, because some authorities say that finance for the original Weller car of 1903 came from John Portwine, a butcher with a string of shops in South London. Dear old Jock Henderson, the AC public relations man whom I knew quite well, and who in 1952 wrote *The History of AC Cars Ltd* at the behest of William Hurlock, whose AC Sales Manager he had become, and John McLellen, the AC historian, whose book *AC and Cobra* was published by Dalton Watson Ltd in 1982, both subscribe to this view. However, in view of the foregoing account of the Wellers' lack of sufficient finance in 1903, it seems unlikely, although no doubt these two energetic gentlemen, Weller and Portwine, had met at an early motor show around 1900, when John Weller was designing his 20 hp car, remarkably, when he was in his early twenties, and John Portwine was in his mid-thirties; and both had their businesses in West Norwood.

My theory seems to be valid, however, because after the first, and presumably only, Weller car had become still-born, the aforesaid Mr Hitchon engaged John Weller to design cars when he had decided it was time to produce these at his Accrington factory, which had been specialising in cotton-spinning and weaving machinery since 1853, but for which its Vice-Chairman was looking for a buffer in case there was a recession in the cotton trade. Presumably the advanced 20 hp Weller was considered too ambitious. At all events, the Hitchon-Weller was a single-cylinder car, using one cylinder from the 20 hp Weller. Hitchon's fellow directors had agreed to the venture into motor-car manufacture, and he started to buy suitable plant and tools, and install these in an old cotton mill, the Moscow Mill, at Church, in Accrington. Weller was not required to find any of the finance, but acted as chief draughtsman and co-designer, with Hitchon, of the Hitchon-Weller. He was engaged in 1903 after the failure of his own company but only drawings and a few specimen parts were ready for exhibiting at the 1904 Crystal Palace Motor Show.

The engine of this new version of the Weller had a bore and stroke of 4½ × 5 in, with a side exhaust valve and an overhead inlet valve operated by a pull-rod and rocker. Engine speed was controlled by varying the lift of the inlet valve, accomplished by raising or lowering the rocker's fulcrum. It is said that at low speeds this resulted in much clatter, due to the excessive rocker-clearance, and that too little water space had been provided round the exhaust port, which was the cause of overheating. This did not deter Weller, who set about redesigning the engine, increasing its compression ratio, so that the outcome was a quite lively little motor-car.

The chassis frame incorporated some unusual and ingenious features, contributed by the inventive Mr Hitchon. For instance, the side members were absolutely straight, as on an Argyll and the 20 hp Weller, and the Argyll's inverted U-section steel frame was likewise copied. The bottom edges of the frame were doubled over to give rigidity with low weight and, regardless of any infringements, Mr Hitchon patented this form of chassis construction. The rear suspension used two transverse leaf springs, the brake gear was unusual, and a worm-and-wheel back-axle was used. And naturally, a Hitchon patent foolproof gearbox . . .

There were no problems about bodies for these one-lunger Hitchon-Wellers. In another part of Moscow Mill there was a small coachbuilder, the Mulliner Motor Body Company. It had no connection with the better-known and respected London Mulliner coachbuilders, but had been registered in January 1904 as the AG Mulliner

Motor Body Company Ltd, with a capital of £2000, the directors being King and JW Wall, and it adopted an agreement with AG Mulliner and TC Usher for the acquisition of the former Accrington Mulliner Motor Body Company. In addition, other firms, at Colne and Blackburn, were available for the same purpose and later bodied Hitchon's Globe cars.

The Hitchon-Weller venture was very short-lived. Waller parted from Hitchon early in 1904, so it is improbable that more than a handful of cars were made, if more than one. Apparently commercial restraints fell hard on Weller's ambitious ideas. Nor, it seems, did he get on well with the North Country workers. However, all was not lost for Weller. No doubt inspired by the Hitchon gearbox, he designed his own silent gearbox, with dog clutches to ease the mesh of the pinions; but this was still-born, like his Weller car. However, it was now, I think, that he got support and financial assistance from John Portwine. They certainly got together to produce, again in West Norwood, a very simple box-van cyclecar, with a rear-mounted, fan-cooled single-cylinder engine, two-speed epicyclic hub-gear in the single rear wheel, and tiller steering. The experts differ as to when this happened but the most likely date is 1908. Perhaps the butcher thought he might have a business use for such vehicles. The fact remains that they were highly successful, in spite of competition from the Warrick, of which I used to see those used by the Dunlop tyre people popping about near the MOTOR SPORT offices, and on my way there would pass the impressive Warrick depot with its drive-in forecourt at the top of Pentonville

Road. The Weller delivery van was known as the Autocarrier, hence AC later on. It had a great following, being used by the L & SW Railway, Maples, Selfridges, the Army & Navy Stores, Whiteleys, Boots the Chemists, United Yeast (who ran a fleet of over 70), the *Evening News*, Goodrich tyres, etc.

As a boy I remember seeing one used by a Pearly King and his Queen, in all their gypsy finery, going to a carnival, in the later passenger edition, and thought how well this side-by-side seated AC Sociable suited them! The AC Sociable had made its debut in 1910 and cost £85. The directors of the new company of Autocars and Accessories Ltd were John Portwine and John Weller. The name was changed to Autocarriers (1911) Ltd when the West Norwood premises were vacated in favour of the works at Thames Ditton, formerly occupied by the steam-engine makers, Willians and Robinson, where Capt A Frazer Nash and Ron Godfrey, of GN fame, had been apprenticed. The name change to AC Cars came in 1922, long after the success of the AC Sociable (even this improbable vehicle was raced at Brooklands) and the advent of the first of the famous AC light-cars.

John Weller was to establish his engineering authority with the light-alloy 2-litre six-cylinder overhead-camshaft AC engine of 1919, which was used to take the World's 24-hour record for AC in 1925, when Gillett averaged 82.58 mph for two rounds of the clock at Monthéry track. This engine became the power unit of the larger of the AC light cars and its design persisted long after World War Two. You could say it had started with that lone Weller car of 1903. WB

Out of The Past

Mr J Fenton, who runs that 1912 Buick at VSCC events, has generously sent me some recollections of his uncle, Mr E W Brett, who from about 1915 to 1925 was associated with the West End Garage, in Elgin Street, Hereford, owned by a Mr Page, first as an apprentice. Although what follows, as extracts from these recollections, is rather regional motoring history, such memories are becoming scarce and anything we can record has its interest and value. So here goes.

It is remembered that the brother of a solicitor's wife who farmed out at Monnington had a Seabrook and that the person who ran a milliner's shop in Commercial Street, Hereford, used a Star. Then we learn that Calthorpe cars were owned for a time by Percy Bulmer, one of the founders of the famous cider company, Bulmer's Cider being as well-known now as it was then, and by Sir Joseph Verdin of Garnstone Castle, Weobley. It is also recalled that Sir Joseph had an electric light plant and that when the dynamos were due for overhaul Mr Brett took them to Wolverhampton in the sidecar of his Indian motorcycle combination.

When Mr Brett broke his arm cranking a car, which was not uncommon in those

days, it was set by Edward Dubuisson, a surgeon at the Hereford General Hospital, who lived in Castle Street and ran a Vulcan car. The West End Garage ran a Sunbeam as a taxi. At the other extreme, Sir Geoffrey Cornwall of Monnington Court owned one of the "cyclops" Briscoes, with the single, central, headlamp, and a Mr Cole, who was an inspector for the General Accident & Fire Insurance Company favoured a small Unic which had replaced his early pre-war Morris Oxford light car. Mr Brett remembers that the Belgian Metallurgique was quite popular in the town, three being used around there for many years, two by the brothers Baynham and a third by a man called Hurdle. In addition, Mrs Zeigler, Percy Bulmer's sister, used a very smart car of this make, driven by her chauffeur, Gurney, when she was resident at Adams Hill, Breinton.

Peake the builder, living in Whitehouse Street, had a Crossley, and Alderman Hawkins, a gentleman farmer, used a Bean. In these far-away days in this remote country town and on the surrounding peaceful, little-used roads, Miss St John of Dinsmore Manor might be seen motoring in her Hupmobile, after Mr Brett had been called out

from West End Garage to crank it up for her, and parked outside a house in Chandos Street in the between-wars years might be encountered the Trojan which a Mr Burgess drove, as a Lyons' tea rep. Rarer sights were the Hampton and then the V8 Guy owned by Mr Beer, who had an antiques business in Church Street, and Mr Boddington might be met driving his Willys-Knight, when he lived at Burghill Manor.

After the 1914/18 war, Sir Joseph Verdin disposed of his Calthorpe and replaced it with an Armstrong Siddeley, and up at Broomy Hill Mr Symonds-Taylor kept a Stanley steam car for several years. Another unusual car was the 10 hp Turner of Gilbert Harding's father, the Hereford Workhouse Superintendent — if you recall, the late Gilbert Harding was an outspoken BBC performer. A pre-1914 Swift was driven by Patty Taylor, who had a business in Coningby Street, Hereford, and at the top of Bridge Street might be seen the Straker Squire of Rudge-the-butcher. Or perhaps Dr Colebatch-Clarke cranking up anti-clockwise his Beeston-Humber, at the Vinery at Wellington. Mr Watkins of Causeway Mills, in Rose Road, preferred a friction-drive GWK.

A snatch from the past, by a gentleman who was born in 1901 and recollects going to London with his father when the trams there were still horse-drawn. WB

VSCC Prescott



A "new" 80-year old: Lemon's Vauxhall.

One of the better vintage occasions of the year is the VSCC's speed hillclimb at the Bugatti OC's Prescott course. It was certainly near to ideal on August 8, with the weather good, a striking entry of 244 pre-war cars, not materially reduced as there were only 23 non-starters, and an above average crowd, all contained within about 6½ hours, including an hour for those picnic luncheons, enlivened by the vintage Eureka jazz band. (This entails more than one car on the hill at one time, controlled by prodigious work on the part of the officials.) And all day Alvis cars of all kinds, some 160 of them, could be seen making for their special car-park, in celebration of C M Harvey's victory in the 1923 JCC 200-mile Race. Distinctly one of the better vintage days. . .

The course was opened by Graham Rankin's recently revived 1906/7 Targa Florio-type Fiat, a most exciting and respectable motor-car, which, judging by this appearance, has great competition potential (see p1034). Another highlight was Mark Walker at last breaking the Edwardian class record which had stood to the credit of Nigel Arnold-Forster's 5-litre chain-drive Bugatti since 1980. With his nifty Curtiss aero-powered Monarch he clocked 50.87s (an improvement of 1.17s) on his first run, but a slightly hesitant get-away (gearchange?) reduced that to 52.71s on his next appearance — no matter, the record had fallen!

There were 20 of these pre-1919 cars running, although Mallya did not run the newly vanquished Bugatti, nor John Walker the GP Panhard, while the Super cyclecar refused to leave the safety of the paddock. Next fastest to the Monarch came Adnams in the Talbot (54.86s), notably beating the giant Itala (55.92s). Lemon produced a "new" 1913 Vauxhall, a handsome if lofty car, rather like an inflated 30/98, and made up apparently from parts of a very early example, which won the class on handicap. Bill Lake's 1914 TT Sunbeam won its duel with Nick Ridley's sister car (57.30s on its only ascent, against 60.04s). Slowest time in the class was 83.16s by Johnnie Thomas' 1902 GB Napier — but then it is the oldest surviving British racing car.

Turning to faster stuff, Bruce Spollon had ERA R8C well "on song", to set FTD in 41.41s, just 0.30s outside Mayman's record. Too much for Donald Day — 43.32s before trouble struck on his second run. In fact, second-best time was put up by Duncan Ricketts in Sally Marsh's RIB (42.20s), the 1½-litre ERA bettering Bill Morris's class record. The quickest vintage motor was Jon Giles' AC/GN (44.49s), the fastest non-s/c sports-car S Smith's Chain-Gang Frazer Nash (46.09s) on its only ascent. The Peter Hampton tankard for best Bugatti went to Cautley's 1925 2.3 (48.43s). It was good to see the E-type ERA going well in Bill Morris's hands (44.45s), as were Leeson's 1100cc V8

Harker Special (52.78s), the Halford Special (54.39s) and the 200-mile Race Alvis (53.24s), but we were denied the opportunity of checking the identities of Neil Murray's B & M Special (but an easy guess?) or the Unicorn. Later Tim Walker did 46.35s in the Caesar Special, second best vintage car in his class.

Miss Winder started but failed on both runs in Jane Arnold-Forster's yellow-peril A7, as did Mrs Harcourt-Smith in the Alvis — unlucky girls! Having won his class on his first appearance (46.42s), Bob Burrell had trouble on the start-line and parked the blown 8-litre Bentley-Royce. The vintage section here went to Ben Collings in the 4½-litre Bentley (50.54s) who made a very rapid up-change to aid an impressive start. Having professionally warmed his tyres, Guy Smith went on to win the sparsely supported class for big racing cars with the Alvis-Frazer Nash (42.46s). **W B**

Results:

Sportscars: up to 1100cc: G W Owen (Morris-JAP), 51.55s; Vintage, ditto (R);

1101-1500cc: S Smith (Frazer Nash), 46.09s; Vintage, ditto;

1501-3000cc: B Spollon (Riley), 46.15s; Vintage: P Cautley (Bugatti), 48.43s;

over 3000cc: R Burrell (Bentley-Royce) 46.42s; Vintage: B Collings (Bentley), 50.54s;

Racing Cars: up to 1100cc: C Gunn (MG), 47.65s; Vintage: D Lake (Amilcar-Riley), 48.09s;

1101-1500cc: D Ricketts (ERA RIB), 42.20s (R); Vintage: R Jardine (Bugatti) 52.09s;

1501-3000cc: B Spollon (ERA R8C), 41.41s, FTD; Vintage: J Giles (AC/GN), 44.49s;

over 3000cc: G Smith (Frazer Nash), 42.46s; Vintage: N Leston (Lovell-Elkhart spl), 45.45s;

Post-war racing cars: A Bianchi (Lago Talbot), 45.03s;

Edwardians: M Walker (Monarch), 50.87s (R) (R = New VSCC class record).



Bill Morris about to pit the E-type ERA against the hill.



Anne Shoosmith (4½ Bentley) ready for the off.

Madresfield Vintage

Sun, a big crowd (it's a "freebie", as they say) and 86 entries divided into four classes made these driving-tests by the Midland Committee of the VSCC as enjoyable as ever, on September 5. The long straight tarmac road in the peaceful and historic estate, where once speed-trials took place, was adapted to five tests, including one with a "Le Mans" start, but with engines running. Five 30/98s, including Sir James Briscoe's "new" 1923 car, took on three Bentleys, and Ben Collings in the vintage 4½-litre Bentley beat his father in one test, by dint of heavy, smoke-promoting braking.

Incidentally, it wasn't only the more skitish of the A7s (18 entered) which amused the onlookers with flea-like hops in the slow-running test. The Deemster of TP Brewster was present again and ran at near-zero mph in the appropriate part of this Test 2 and other individual cars included an OM Superba, Brenner-Smith's Marendaz Special, two 1100cc HRGs, a rorty Lea-Francis, a lone M-type MG, and Neil Murray's brave effort with a 1905 De Dion with mother-in-law's seat up behind.

In the Edwardian class Lemon had his 1913 E-type 30/98 and Tebbett his lofty 1914 P22 Charron (Madresfield is inviting for such cars). In the slow-run Miss Lemon's 30/98, just not snatching its transmission, showed that vintage sports cars need not be fierce. Bereton's A7 Chummy at first refused to start, then ran away, like a startled horse, a lhd model-T Ford tourer (there had been a T-Register rally in Wales that week-end) "lost its prop" momentarily in reverse, Miss Parker's two-seater A7 Swallow got rather hot, and the President brought some rather graunchy dogs in his FN-GN. One A7 Ulster wore small back wheels, no doubt the beter to accelerate, Baker's 1927 R-R 20 was the epitome of the silent motor car, and the drivers themselves judged who should have the Montagu Trophy for the best-liked entry — Lemon's 1913 30/98. **W B**



G F Hooke in his 1926 Model T (above) had come from a T-Register meet. Wedding decorations on Tony Jones' OE 30/98 (below).



Cars in Books

Unless we writers receive a book for review we have to be very circumspect these days, because all manner of restrictions are placed on those who reproduce any of the contents, even those who had paid for their book. And even if such quoting by the press may well sell more books. However, I do not suppose author Jeremy Lloyd, actor and script-writer for Adam Faith, and of *The Billy Cotton Show*, *Are You Being Served?* and *'Allo 'Allo*, will object to me registering pleasant surprise at the motoring references in his book "Listen Carefully, I Shall Say This Only

Once" (BBC Books, 1993). I hope not anyway, even though I have to admit that instead of buying it for £12.99, the local library lent it to me for 35p. Lloyd knew Derek Wooton, had 15 Austin 7s (six more than me), raced a Lotus 6 with tuned Ford 1172cc engine, bought from Colin Chapman, at Goodwood, was a very keen indoor model-car race man, describes some fast drives and mentions, in passing, Stirling Moss, Graham Hill, and James Robertson Justice.

I am not sure that I believe every single thing in this very readable book about Show Biz, the stage and great actors and, especi-

ally, actresses. For instance, those Frog toy Hurricanes and Spitfires flew much better than mine and I do know that *Those Magnificent Men In Their Flying Machines* (with the imitation wooden Brookland's banking, on which Lloyd drove) was filmed at Booker, which is 20 miles from Bracknell. But never mind — lots about cars, including the author's Lotus Elite, Iso Grifo, Sid Lawrence Bentley Special, £1000 Rolls-Royce Silver Cloud and the Ford Escort Mexico he overturned at Brands Hatch in a show-biz race after making fastest lap, etc. I thought you might like to know . . . **W B**

Summer Verzons

Mark Garfitt's second Summer Serendipity took place at the *The Verzons* hotel near Ledbury on August 15, encouraged by the VSCC and supported by Mike Moss of Weston's Cider who put six flagons of it in the cars most favoured by Ginny Coomber, who with her husband Fred, donated the main prize of champagne, won by David Franklin, the VSCC Secretary, who came furthest, from Guildford in his 1929 10/25 Rover. Special awards were made to Hamish Moffat who flew his 1929 DH Gipsy Moth into and out of an adjacent field, Mel Henson for bringing his rare Rochet Schneider, and Geoff and Kate Smith with their Straker Squire. Musical entertainment of a high standard was provided by the Andy Masefield jazz band.

Of the 60 or so vintage cars, Mark came in Sally Marsh's T35T Bugatti and was joined



Hamish Moffatt's Gipsy Moth was a welcome arrival at the Verzons' party.



Contrast in the car-park. (Photos by Ted Widgery).

by Lord Raglan's T51, a T35C, T44 and a Brescia, the Grays were in their GN, Ron Ross in an HE Six, Oliver Tomlin, who had passed his test on the previous Tuesday, arrived from Usk in a sports Triumph Gloria bought new by his grandmother in 1937. A count of other cars listed two Alvis, three Aston Martins, a Monza Alfa, five Austins, including a 12/4, two Bentleys, one BMW 327/80, a Frazer Nash, two Ford-As, two Humbers, two Invictas, a Lanchester, three Lagondas, a Lancia, a couple of MGs, two Morgan three-wheelers, a Morris, a Renault, three Rileys, a Swift saloon, a Talbot, and a Wolseley Hornet Special — if you want to know how VSCC folk motor to socials. In addition there were two vintage motorcycles, one being Ray and Barbara Moses on an Ariel, the aged Thames cider van, and two couples from Dymchurch on tandems. A rainfree, joyous day. **W B**

Festival Fun

The VSCC co-operated with the organisers of the annual Llandrindod Wells Victorian Festival over the August bank Holiday week-end with a run for vintage cars from there to Aberystwyth, over the Devil's Staircase with its blind brows and corners and a 1-in-4 hairpin, and back along the less exciting Devil's Bridge Road and the very scenic Elan Valley artificial lakes. Organised by Mike Baker who used his 1935 Riley 12/4 Kestrel T22 saloon, the last of its kind to be made, which in spite of having a high axle-ratio, had no trouble on the stiff gradients. It was joined by 21 other cars, all pre-war except for a TD MG and an RMA Riley — come to think of it, only a pre-1902 horseless-carriage is truly appropriate on a Victorian Festival, and for the first one I had arranged for an 1899 Benz to appear, but it was renounced in favour of vintage cars.

The 1993 event was graced by Keith Robinson's twin-cam 3-litre Sunbeam from Hampshire, a quite immaculate Alvis 12/50

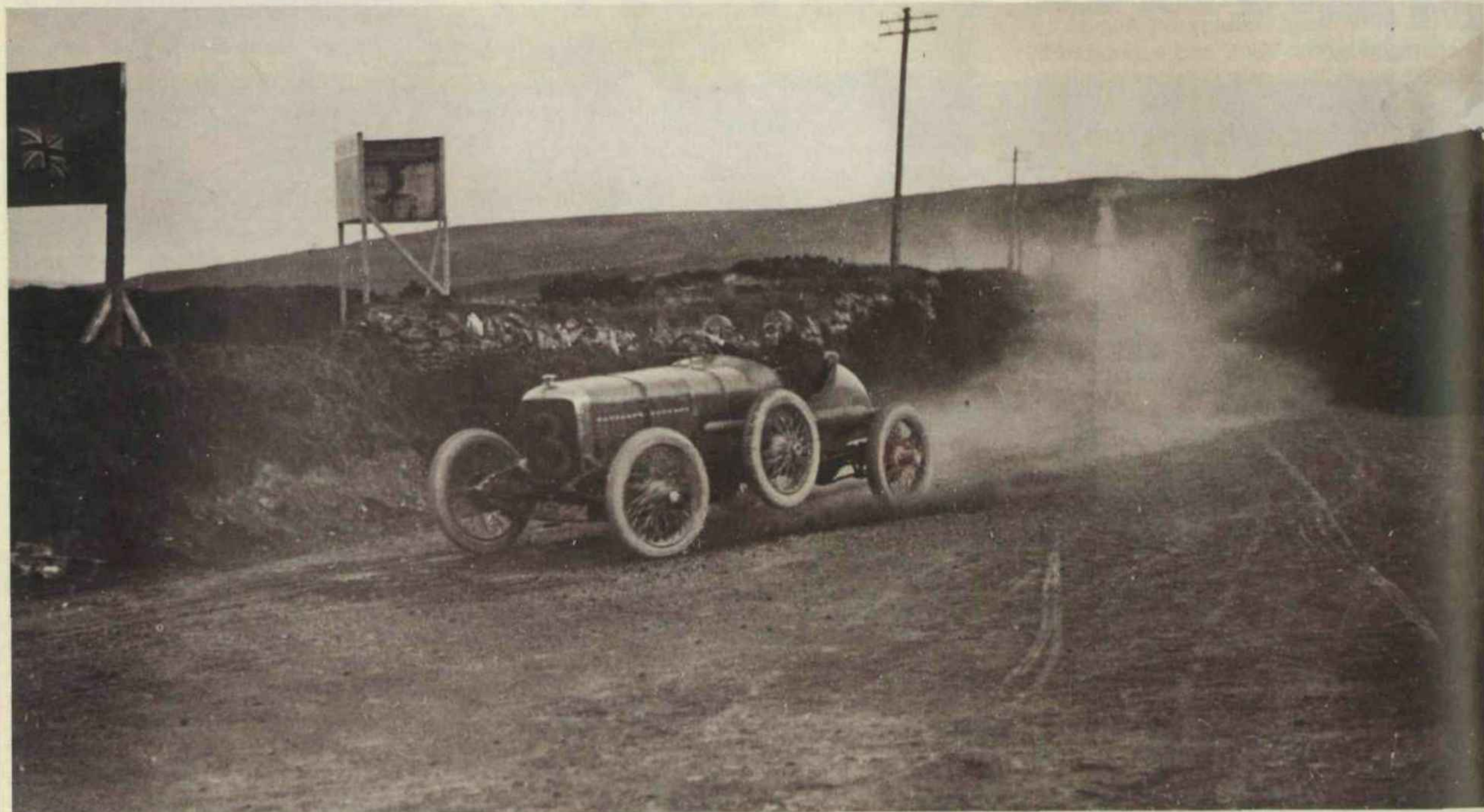


Vintage but not Victorian — the Festival run attracted 19 pre-war cars, amongst them this two-seater Alvis.

tourer, another 12/50 Alvis, a Rolls-Royce 20 shooting brake, a Riley Lynx and a sporting 1917 25/50 hp Talbot two-seater. From Cardiff came G R Thomas's 1937 Austin Ascot Light '12/4, a very smart 38,000-mile car with a rare Salmons-Tickford drop-head body, P G Moore had brought his Railton Terraplane tourer,

Morris was represented by a 1926 Oxford 3/4-coupe, a Series 1 Eight tourer and another 1926 Oxford, and the rest of the field was made up of an MG TA Midget, Alvis Firefly tourer, a Lanchester LA Fourteen, several more Rileys and the inevitable A7 Special. Moreover, a 1927 Leyland Lioness full of happy passengers joined in. **W B**

Remember Mortimer Batten?



R S Witchell's 3.2-litre Straker-Squire, which was fourth in the 1914 IoM TT — Batten used it as a fast tourer after the war.

Who was H Mortimer Batten? I ask this in the hope that someone may be able to reveal more of this person, who was clearly an enthusiast for good motor cars and perhaps direct me to photographic or other evidence of just how many he drove. The gentleman in question was a Fellow of the Zoological Society (I am reminded that before as a schoolboy I discovered Brooklands, visits to the London Zoo and animal study was my chief interest) whose "Dramas of the Wild Folk" published in 1924 caused one reviewer to remark that it was a book which tempted him to lay aside his gun — a sentiment with which I hope you concur. . .

In that year Mortimer Batten commenced writing articles about motoring and nature for *The Autocar* and he continued to do this for many years, sometimes with a topical story for good measure. But how do I know that he appreciated fast cars? Because he was enthusiastic about the 1914 TT Straker Squire he was running then, which he estimated had run at least 100,000 miles since R S Witchell had driven it in that IoM race, in which he managed to finish fourth behind K Lee Guinness's victorious Sunbeam and the two sleeve-valve Minervas, averaging 52.75 mph for the 600 miles of the mountain course. He had put up a fine fight against the Belgian cars until a petrol pipe broke; he had no spare and was only able to continue after his riding mechanic had run to the pits, where Louis Coatalen sportingly gave the man a spare Sunbeam pipe and some securing wire.

Mortimer Batten said the car had cost £2,000 to build, largely by hand, in 1914, and quoted the speed of those Straker Squire team cars in the race as 90 mph, down off the mountain, 87 mph on the level. During the war this car which Batten later used as his family hack in the Scottish Highlands was stolen, and found abandoned in a wood. With a touring body the old car could, he said, attain 62 mph easily and reach and hold 72 mph when conditions permitted, on her 3.5 to 1 top gear. Moreover, the aged Straker Squire had proved "absolutely and unfailingly reliable". Indeed, in 1924 Batten took the 90 x 120 mm (3,260cc) engine down for an overhaul, expecting to have to spend some £80 on it, but the parts needed, piston rings, valves and a clutch lining, set him back a mere £27. He should not have been surprised, because Frank Clement, who had helped to produce the car, told him that "Such a car will never wear out, for its bearings are those of an Atlantic liner", and in fact the transmission after ten years hard useage showed "no perceptible wear, and the brakes would do service for a traction engine". Batten was getting 20 to 25 mpg from this satisfactory car. Yet that is the last I heard of it, so presumably it was scrapped when war broke out again. . .

I have reason to believe that before this Mortimer Batten had owned another exciting motor car, in the guise of a 1908 ex-TT Metallurgique, driven in that race by Warwick Wright. Batten rebuilt this car for road use after the 1914/18 war, having bought it

from Brooklands racer with the 10-litre Fiat, Philip Rampon, spending £200 on having it thoroughly overhauled. It was converted to pressure from splash lubrication, using a dual-pump from a Sunbeam Arab aero-engine, probably from the Martin-Arab racing car (described in my latest book), and many other jobs carefully carried out.

Then in 1928 Mortimer Batten got married and sold the Metallurgique, hastily assembled, to another person who liked unusual cars, Eric Vereker. But Vereker became absorbed in sailing his father's yacht to places like Holland and the Med. However, in 1930 he got to work on the old racing car, finding the chassis still mainly original but its unusual clutch and brakes in poor condition. A test run took place before lack of space caused Vereker to sell the car, and a 1914 NAG, to a young chap for £8. That was just before the VSCC was formed, and Vereker regretted his hasty action. During WW2 I made furious efforts to discover what had become of this historic racing car. The young man to whom it had been sold had joined the RAF and gone overseas (he also had a Bugatti that likewise vanished). I heard that around 1940 the Metallurgique had again been sold, to a London breaker; I tried hard to locate him but to no avail. . .

I wonder what car Batten had, after the Straker Squire. As he knew Witchell, who became Bentley's works manager, and their racing driver Frank Clement, maybe he invested in a Bentley? MOTOR SPORT has been good at solving motoring mysteries, so I hope someone can enlighten us. **W B**

V-C Miscellany

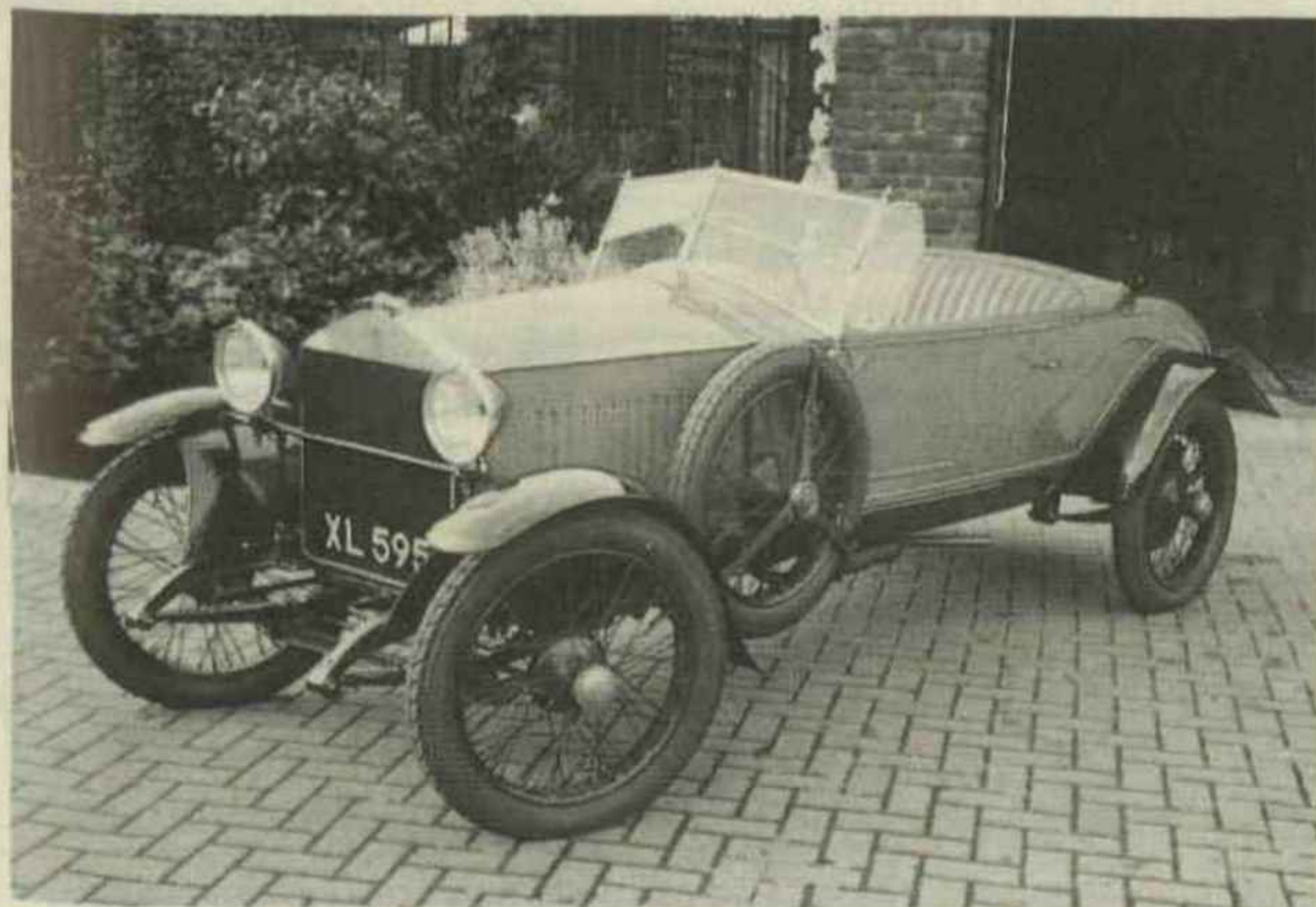
One is aware that old car matters sometimes appear in magazines other than the specialist motoring Press. Thus that respected monthly, *The Scots Magazine* had a colour picture of a 3-litre Bentley with shooting-brake body (snow obscures the front number plate) which in the 1950s had been brought to a halt by wintry conditions on the Lochan-na-Lairige Pass on its way to Ben Lawers. (An identity puzzle for the BDC?). Another colour picture was of a 1935 17 hp Armstrong Siddeley saloon about to board the Kylerhea Ferry in 1992, matched by a black-and-white picture of the same car at the same place in 1936; owned by Dr Michael Gardner, the car has been in the same family since it was new, first owned by Dr Gardner's grandfather, and based in Scotland until it went to England in 1990. Moreover, the present ferryman identified a figure in the 1936 photograph, when the craft was just a rowing boat with a rotatable run-on for a car, as his father. There is also a letter in the same issue about Arrol-Johnson history.

I was glad to learn that Tony Bird had been presented by HRH Prince Michael of Kent with the Prince's Award of Merit for 1993 for service to motoring sport. Tony, ex-Royal Navy, now 80, began race marshalling after WW2 and was a Fonder Member of the British Motor Racing Marshalls Club, which serves the sport so well. For many years he was the VSCC's Competition Secretary, quietly firm and efficient with the rules, and later, as a member of the Riley Register, owning a vintage Riley 9, he edited their Bulletin (incidentally just in its 150th issue under Tony's successor). An award well deserved.

The mishap to the 350hp V12 Sunbeam after it had been readied at Beaulieu for the Silverstone Parade happened when, after external pipework had been renewed and the oilways flushed out, work done by students from the Bournemouth and Poole College of Technology, the engine was idling and a rod came out via the crankcase. The NMM is now seeking spares for this rare engine and financial help in rebuilding it.

The Jensen OC's new Membership Secretary is Brian Morrey, Selwood, Howley, Near Chard, Somerset TA20 3DX (0460 64165).

The Sixty & Worcestershire MC is running its Autumn Leaves Historic Stages Rally on October 3, from about 8am to 3pm, starting and finishing at the Heritage Motor Centre at Gaydon, using 40 tarmac stage miles. Details: S A E to Bill Pardoe, The Steps, Suckley, Worcs WR6 5DL. **W B**



The rare Sequeville-Hoyau light car, mentioned last month, which has been rediscovered and restored.

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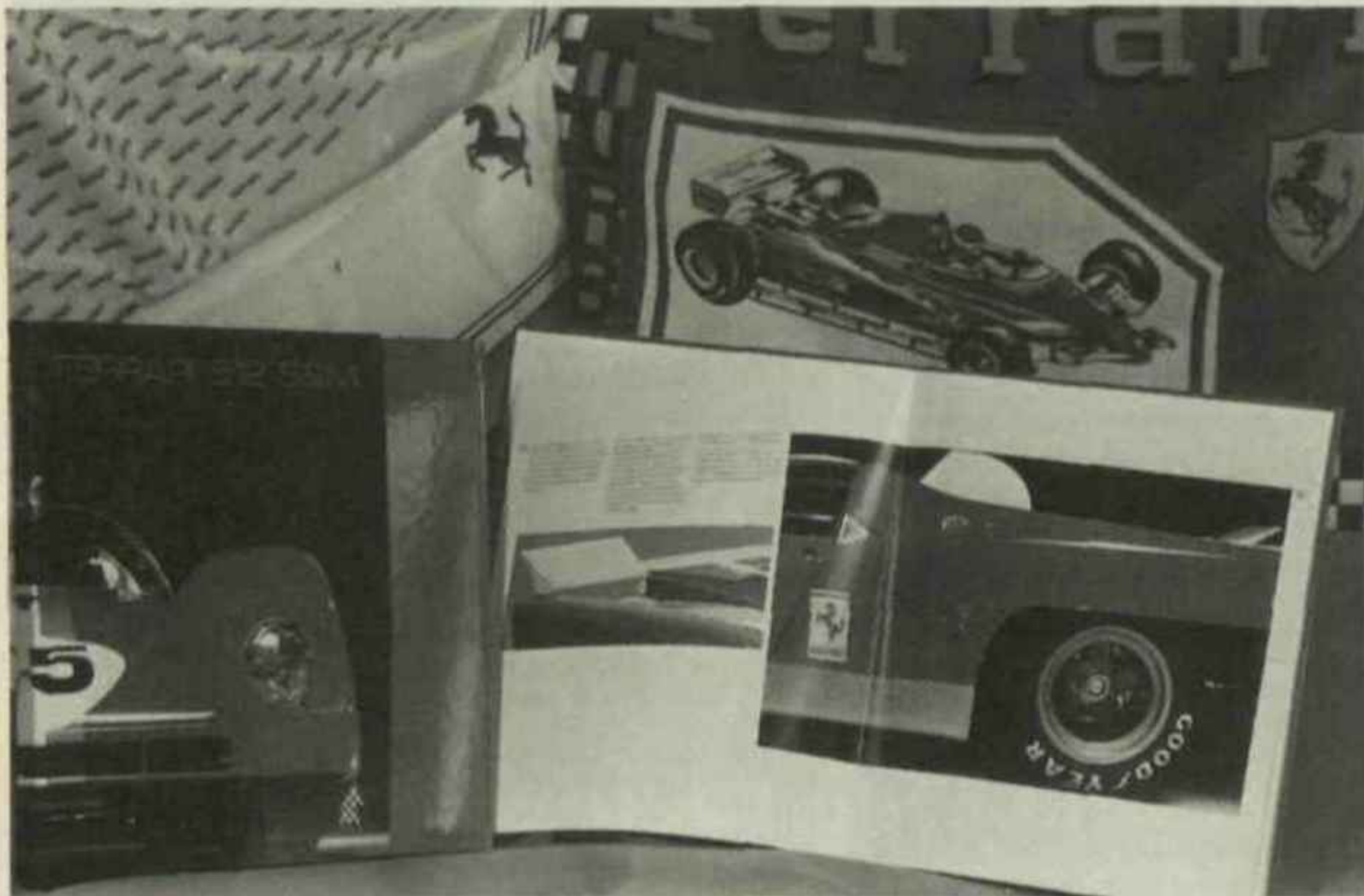
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Ferrari 512 S & M, by Christian Huet. Cavalliera, £40.00.

Few bluffs have ever been so comprehensively called as the CSI's back in 1969. Back then the World Sports-Prototype Championship catered for one-off racing cars with a maximum capacity of three litres, under

rari, Matra *et al* going to war with two-seat F1 cars, against the likes of ageing Ford GT40s and Lola T70s powered by Chevrolet's big V8. One suspects that not in a million years would they ever have embraced the notion that a company might be bold enough to exploit the well-concealed loophole. It took Porsche to jolt



the Group 6 rules. Group 4 catered for 'off the shelf' machines with a maximum capacity of five litres and a production run of at least 50. Thus did the governing body envisage Porsche, Fer-

them from their complacency, with its outrageous 917, which was far and away faster than anything else although it taxed the bravery and commitment even of drivers of Frank Gardner's

calibre in its initial guise. The writing on the wall may have been in German, but Ferrari quickly took heed, bolstered by the fact that the CSI had waived the 50-off requirement and reduced it to 25. By the end of the year it followed suit with its own glorious 512S. This splendid car – which Roger Penske alone indicated was capable of tackling Porsche on an even basis – is the subject of a new book – *Ferrari 512 S & M* – by Christian Huet, with contemporary photography of chassis number 1014 by Pietro Carrieri and historical illustration courtesy of MOTOR SPORT's photographic library, LAT.

The result is a superb tome, printed on very high quality art paper. The main photography is in finely reproduced colour, but a neat touch is the double illustration of some key pages with the same shot in colour and monochrome. It exudes quality.

Huet tells the story well of the 512S and the derivative 512M, in Italian, English and French text. After the CSI's sudden – and deeply suspicious – decision to outlaw the last great sportscars such as the Ford MKIV, Ferrari P4 and Chaparral 2F in 1967, Ferrari ostensibly withdrew to concentrate on F1, yet the first signs of a change of mind were evident in the beautiful 612 CanAm car which appeared at the Stardust GP, the final round in Las Vegas. Ever unlucky, Chris Amon was put out on the first lap when dust from a first corner accident was thrown into his throttle slides. The following year, the New Zealander and faithful wrench Roger Bailey campaigned a modified version on the CanAm trail, using 6.2- and 6.9-litre V12s. These were the largest dis-

placement engines then built by Ferrari, and provided valuable information in the design of the 512's power-plant.

While Amon, Pedro Rodriguez, David Piper and Peter Schetty campaigned a three-litre V12 312P in the 1969 championship, Ferrari was busy persuading Fiat to back construction of sufficient 512S to satisfy the CSI's homologation requirements, although to this day it has never fully been determined whether the full number were produced. More likely – and appealing – is the possibly apocryphal story that the same cars were presented and re-presented to the governing body's inspectors...

Huet unravels the story of the 512S's initial unhappy struggle for competitiveness against the fully developed 1970 Porsche 917, whose stability at speed had dramatically been enhanced by the substitution of a short, upswept tail. The 512M, which appeared later that year in Austria, was an altogether more pleasing machine, and as Mark Donohue and David Hobbs proved in their outings in the dark blue and yellow Roger Penske/Kirk F White car at Daytona, Sebring and Watkins Glen it was a match for the best JW Gulf Automotive 917s.

Sadly the book does not delve deeply into the 1971 season, concentrating more on the birth of the 512S and its first year of competition, but it is nevertheless something that no self-respecting Ferrari enthusiast – indeed, sportscar racing enthusiast – should feel comfortable without.

The photography is outstanding, and evokes memories of halcyon days of sportscar racing and a glamorous machine rendered all the more famous by its starring role in Steve McQueen's Le Mans film.

Ferrari 512 S & M is published by Cavalliera and costs £40 plus £4 postage and packing. It is available in the UK from Grenville Publishing Company, Standard House, Bonhill Street, London EC2A 4DA (tel 071 628 4741, fax 071 638 8497).

D J T

Mill House Books

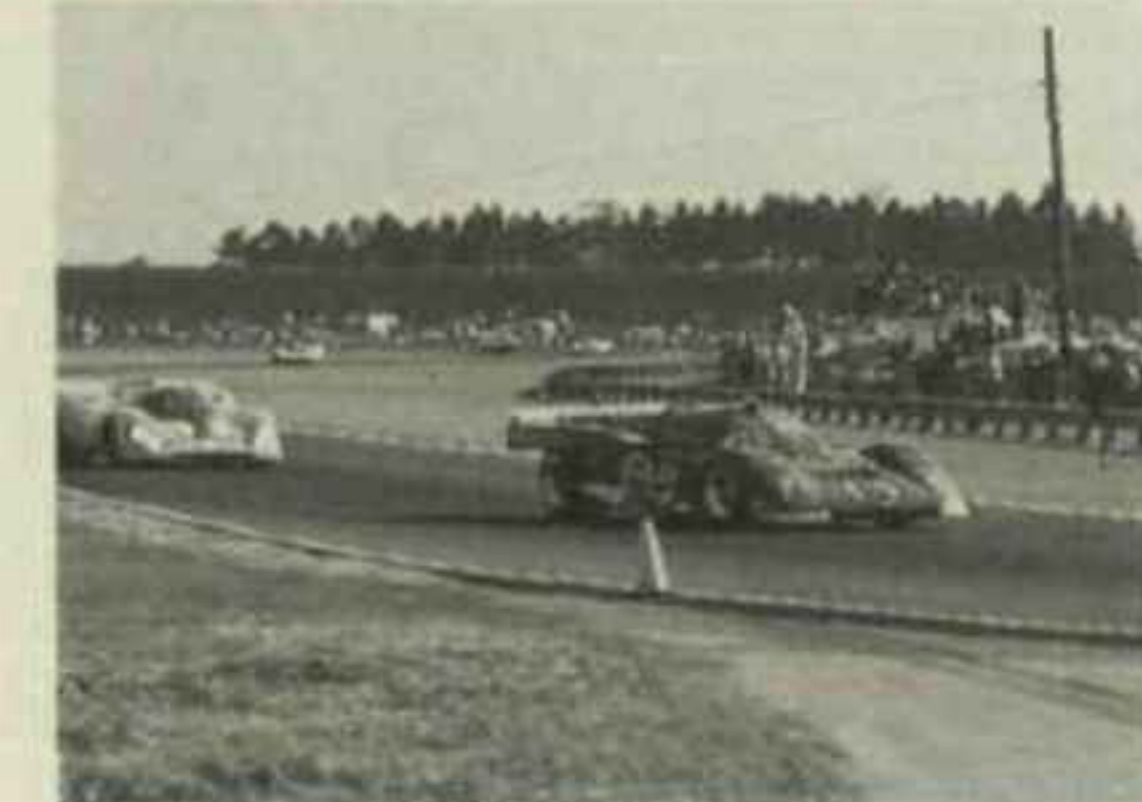
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- 1993 SALE BARGAINS**
- THE LEGENDARY ITALIAN GRAND PRIX (Montagna). 283 large pages covering 1921-89. Truly excellent photography. Was £59.50 £15.95
 - MORE MOTOR RACING (Rivers Fletcher). Second volume of author's life history. 224 pages. Was £24.99 £9.99
 - THE LOTUS ELITE (Ortenburger). Full 256-page history of 1950s-60s car. Was £17.50 £6.99
 - JENSEN INTERCEPTOR: Mk's 1, 2, 3 & 4, SP & FF (Taylor). 157 pages. Was £12.95 £6.99
 - THE BRITISH CITROEN (Bobbitt). History of Citroens built at Slough. 160 pages. Was £23.95 £11.95
 - FLYWHEEL: Memories Of The Open Road by Tom Swallow, Arthur H. Pill and members of the Muhlberg Motor Club, Stalag 4B, Germany, 1944/5. A selection of the best material from a magazine produced by a prisoner of war motor club. Was £12.95 £4.99
 - McLAREN: A Racing History (Williams). Published in 1991, a comprehensive 336-page history. Was £24.95 £6.99
 - AUTO UNION V16: A Technical Appraisal (Bamsey). 96 pages on pre-war GP cars. Was £12.95 £5.99
 - LOLA T70 V8 COUPES: A Technical Appraisal (Bamsey). 96 pages on Chevy- and Aston-engined sports cars. 40 b/w and 10 colour photos. Was £12.95 £5.99
 - LOTUS 25 CLIMAX FWMV: A Technical Appraisal (Bamsey). 96 pages. Was £12.95 £5.99
 - MASERATI 250F: A Technical Appraisal (Hall). 96 pages. Was £12.95 £5.99
 - McLAREN HONDA TURBO: A Technical Appraisal (Bamsey). 96 pages. Was £12.95 £5.99
 - VANWALL 2.5 LITRE F1: A Technical Appraisal (Bamsey). 96 pages. Was £12.95 £5.99
 - ORIGINS OF THE FERRARI LEGEND (Colombo). Memories of the designer of the earliest Ferraris. Was £24.99 £7.99
 - THE BRITISH RACING HERO: From Moss To Mansell (Allsop). 176-page study of British drivers in the Formula 1 World Championship since 1950. Was £16.99 £5.99
 - THE ROARING RACES: The True Story of Enzo Ferrari, Race Car Driver by Giulio Schmidt. 192 pages on Ferrari's early career. Was £29.95 £19.95
 - ASTON MARTIN V8 RACE CARS (Chudecki). 208 pages on Lola-Astons, Nimrod, Cheetah, AMR, etc. Was £24.95 £9.99
 - JAGUAR SALOONS: Grace, Space and Pace (Harvey). 280 pages on classic postwar saloons. Was £18.50 £9.25
 - THE MOTOR CAR IN ART (Zolomij). Paintings, posters, sculptures, etc. 360 pages. Was £49.95 £14.95
 - BRISTOL: The Quiet Survivor. (Oxley). 227-page history. Was £19.95 £9.95
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British Car Factories From 1896, by Paul Collins & Michael Stratton. Veloce Publishing, £40.00.

Here is a new kind of reference book. It is an ambitious subject, which the authors have tackled very well. They have described 240 factories in which 220 makes of car were (or are) produced, covering 272 pages and using over 300 pictures. Divided into 44 different countries, this is a very valuable reference work, as well as constituting a fine 'browser'.

All the described works still exist in some form or another, and many have been industriously photographed recently by Michael Stretton. There is a long discourse on car-building, from the very early days to the present, together with an equally-large devotion to how the factories themselves developed, here and in the USA, covering 48 pages, and several factory plans are provided. Naturally the critic will find omissions, but this is a long-needed book. The only slight complaints I have

are that sometimes the cars themselves are used to pad out descriptions of factories about which little is known, that there are a few geographical slip ups — the Squire factory being assigned to Oxfordshire, its postal address, whereas it was just outside the county boundary, for instance, and that some of the data, one feels, might have been substantially expanded. Nevertheless, a very worthwhile contribution to a hitherto neglected side of British motoring history. One glaring error is that Mirabel Topham is said to have backed Birkin's blower Bentley venture, whereas the lady concerned was the Hon Dorothy Paget.

W B

"It Was Fun!" — My fifty years of high performance, by Tony Rudd. Patrick Stephens, £19.99.

What a pleasant change from the dreary run of books I have had to review recently to receive this refreshingly different one by Tony Rudd. It is packed with interest, so that you do not stop reading it until the small hours. It



Tony Rudd with Graham Hill during BRM's 1962 World Championship season, one of several engagingly remembered stories in Rudd's new book.

tells, in a crisp no-nonsense style, how Rudd's long association with high-performance cars and motor racing appeared to him. You can sense at once that it is the work of a widely experienced, skilled engineer, not a journalist.

Here is what it was like to be an apprentice at Rolls-Royce, mainly on the aero-engine side, just before and during WW2. Here is a splendid description of working on the V16 BRMs, telling, with no holds barred but never in vindictive fashion, of the muddles and mistakes which held back this advanced, so-exciting British racing car, until Sir Alfred Owen took over. The technical detail is absorbing and it precedes the forthcoming book by Doug Nye on this delicate subject — how interesting it will be to compare them . . .

Rudd debunks, by the way, the theory that the centrifugal blower was instrumental in making the V16 an unsuccessful car in World Championship terms.

Rudd's book covers in the same refreshing and enthralling style his years with Owen's 250F Maserati, the 2½-litre, four-cylinder BRMs that gave Graham Hill his first World Championship, and how he joined Colin Chapman ('Chunky') at

Lotus, building up its engineering facility to the £5-million-a-year mark.

It closes with the days when Rudd, that hard-toiling enthusiast, ran Team Lotus, until his very well-deserved retirement in 1991 — to write this biography, which runs to 345 closely-packed pages, not one of which should be missed. It is perhaps even more outspoken, as a mechanic's account, than was Alf Francis's book. What good value it is, at less than £20. It positively *breathes* motor racing. The Chapman/DeLorean saga and power boats also come into it, and there are many splendid anecdotes to digest and smile at.

The details, too, are there — the long hauls to continental race circuits, the hotels, the fellow racing mechanics, clashes with Peter Berthon and Raymond Mays, some of the cars he owned (including his accurately-detailed toy Model-T Ford, of a sort I think Woolworth's sold for sixpence each, in tourer, sedan and coupé forms and the like of which I have never encountered since).

It is very informative and nicely detailed: a real treat. You should be rushing *now* to your nearest bookshop . . .

W B

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Sparkling Hill



Sir, Watching the Belgian GP from the outside of Eau Rouge, I spent the first half of the race trying to convince a colleague that Damon Hill has done a good job this year. He was of the opinion that Prost has been sand-bagging, trying to *make* Damon look good, so that he can keep him as a team-mate in 1994.

By the end of the afternoon, he had cast aside all such Machiavellian notions. I would like to offer Damon my

congratulations on his drive, a performance which even seems to have convinced cynics that his tenancy of the Williams drive has something to do with merit.

It will be myopic in the extreme if Williams doesn't hold on to him for a second year, after what I witnessed in Belgium (the last 10 laps justified the travel expense on their own).

**Colin Wilkins,
Sale,
Cheshire.**

Technology pays

Sir, What a pity that FISA is legislating against innovation. The ruling that many developments which help a Formula 1 driver electronically are to be banned is surely a step backwards for all? Over the years, motor racing has contributed greatly to engineering research and still does so today.

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Together, industry and motorsport have learned much about engine control systems, tyre technology, suspension systems, enhanced engine powers,

metallurgy and aerodynamics – areas of knowledge which have made their own impact in production car design to the benefit of all.

There are not many areas today where Britain leads the world, but Formula 1 racing is one. It is unfortunate that the ruling body's well intentioned efforts to create a more competitive field are seemingly holding back Britain's expertise.

**Sir Anthony Bamford,
Chairman & Managing Director,
JC Bamford Excavators,
Rochester,
Staffs.**

Vital statistics

Sir, While I know comparisons are difficult, and often said to be odious, I wondered about a recent statement in *The Daily Telegraph* that Alain Prost was "the first man in Formula One history to achieve 50 victories".

This is probably literally true, but as an armchair enthusiast of motor racing

(and a reader of MOTOR SPORT since the 1930s, when it cost a massive 6d per copy), I vividly remember accounts of the many victories of Tazio Nuvolari in the 750 kg formula and others. I wondered how many Grands Prix he won, of whatever importance, driving for three hours or more on cart-springs damped by Hartfords?

Readers may be interested, if only to put modern statistics into perspective.

**RAP Smith,
Knebworth,
Herts.**

What comes around . . .

Sir, I have read in the weekly press of Ayrton Senna's apparently clumsy attempts to talk his way into a Ferrari drive next year. This, I find very sad.

Firstly, a driver of Senna's calibre shouldn't need to lower himself to such depths; if there is no place for him in

Formula One next year, it is an indictment of the petty politics that proliferate.

Having said that, I don't see why Senna should appear so averse to trying to develop an effective challenge to Williams-Renault with McLaren. Alright, so the team hasn't had a terribly good season by its own exalted standards, but Senna has still won three Grands Prix at the time of writing. If he's unhappy with his lot, he should clear off now and create a space in F1 for one of the innumerable young men who merit an F1 opportunity but simply can't find one.

No one heard Senna complaining about inequality in F1 when he and Prost were doing all the winning with their McLaren-Hondas. Every racing driver should be prepared to take the rough with the smooth, whether they are three times world champion or a local Formula Ford racer.

**Conrad Parker,
Carmarthen.**

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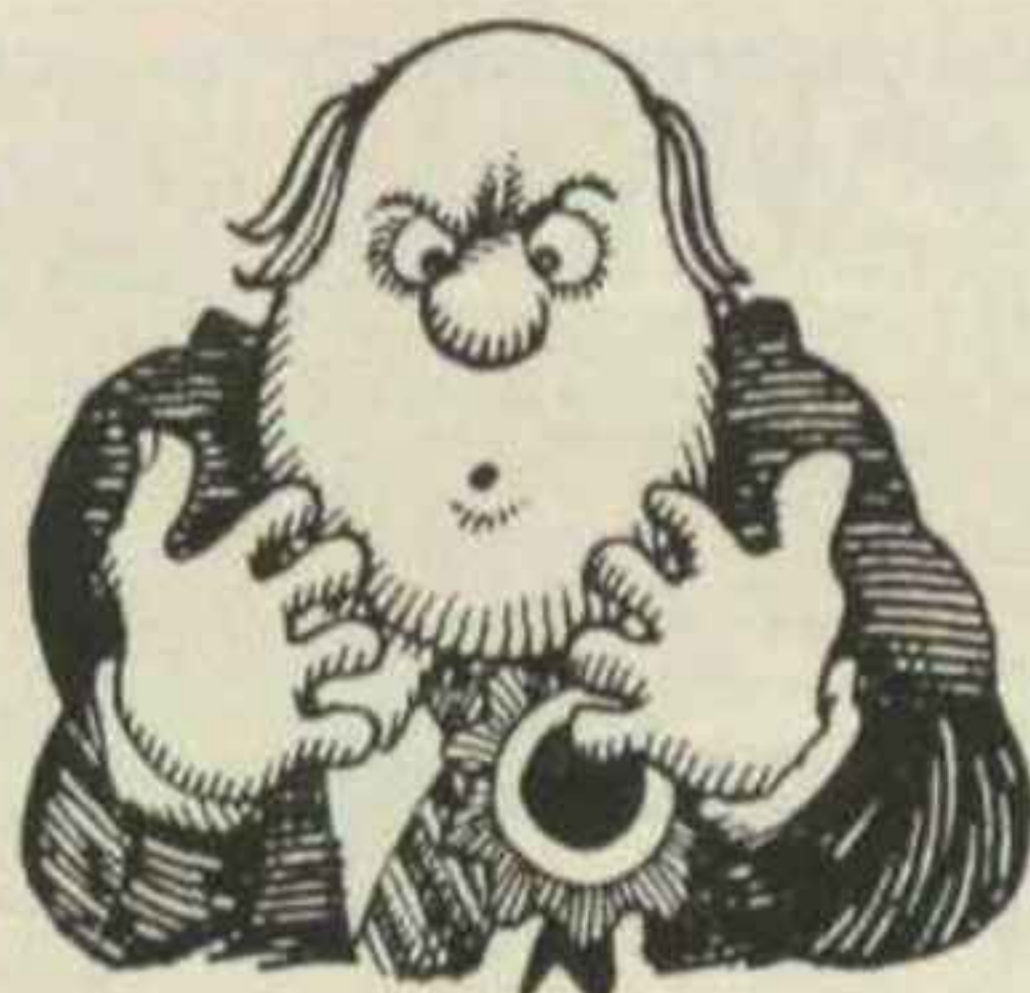
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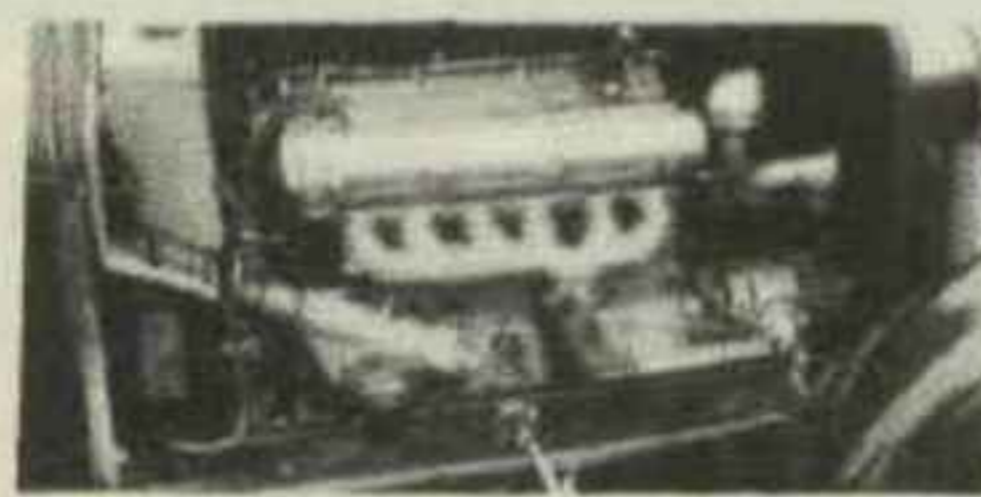
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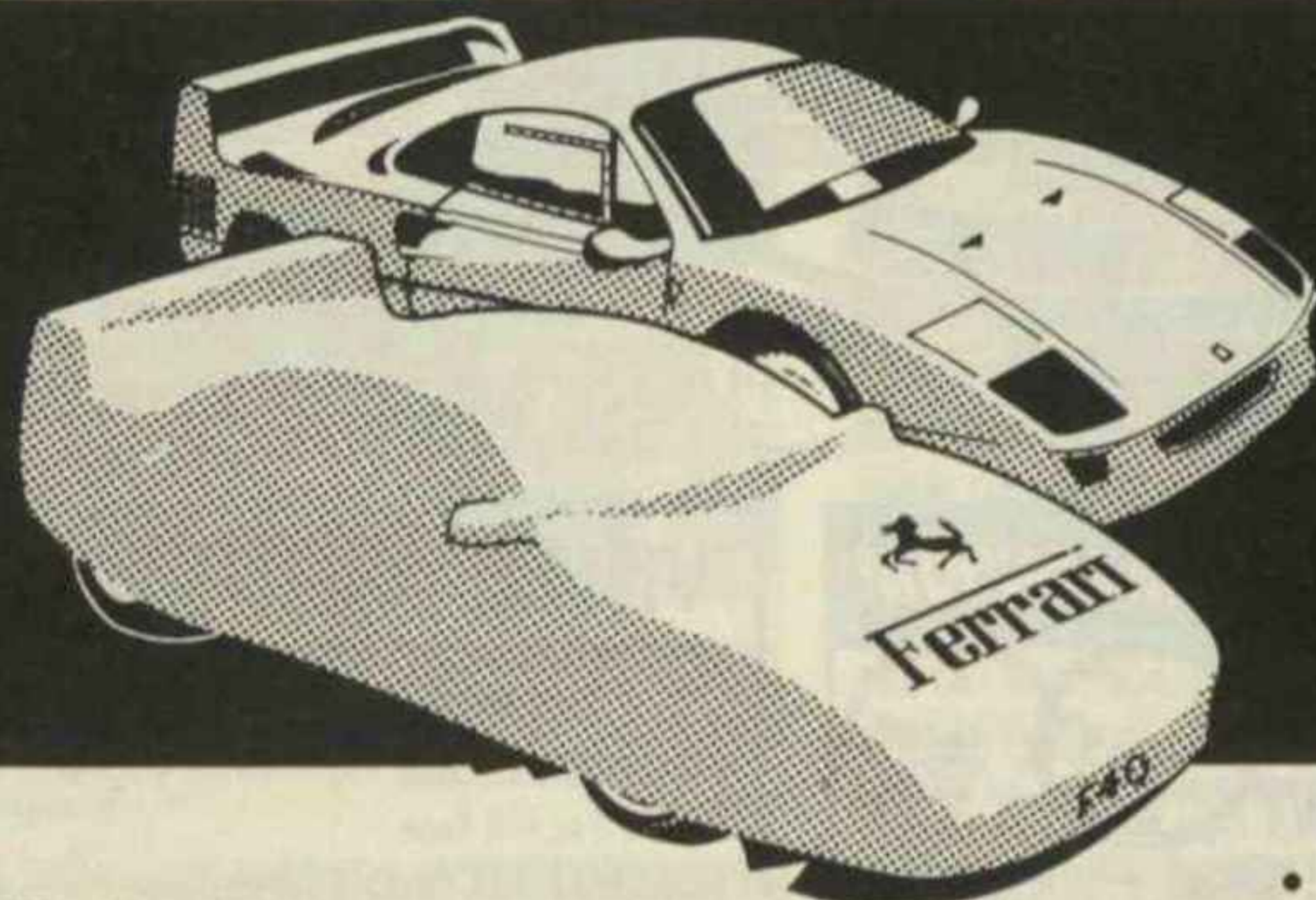
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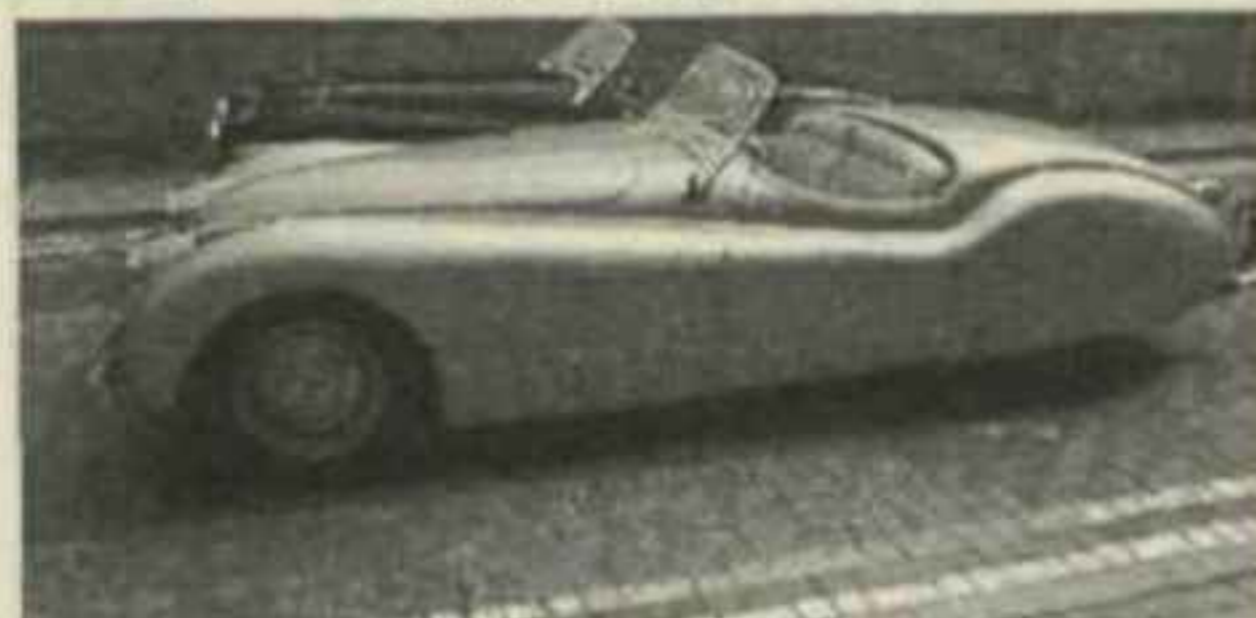
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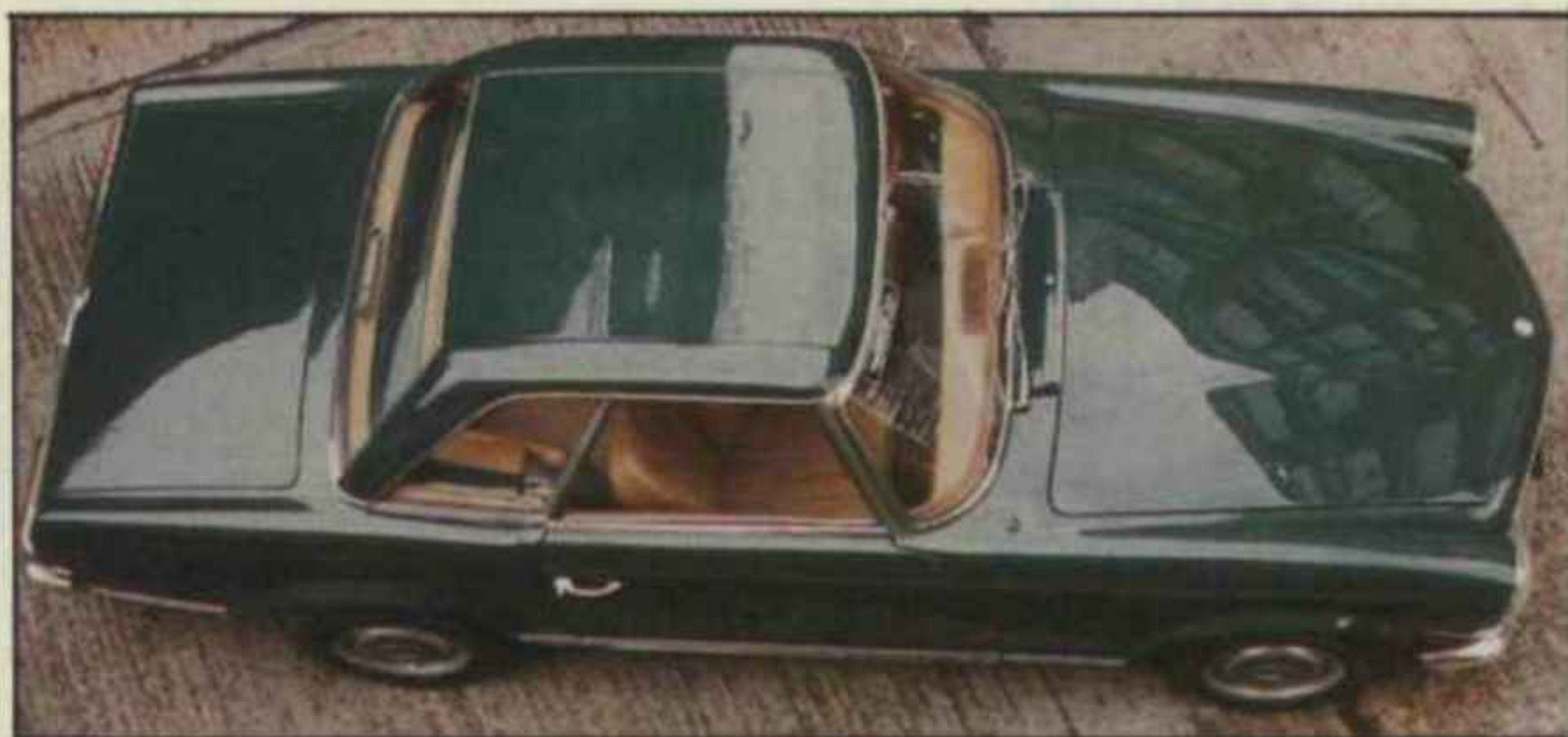
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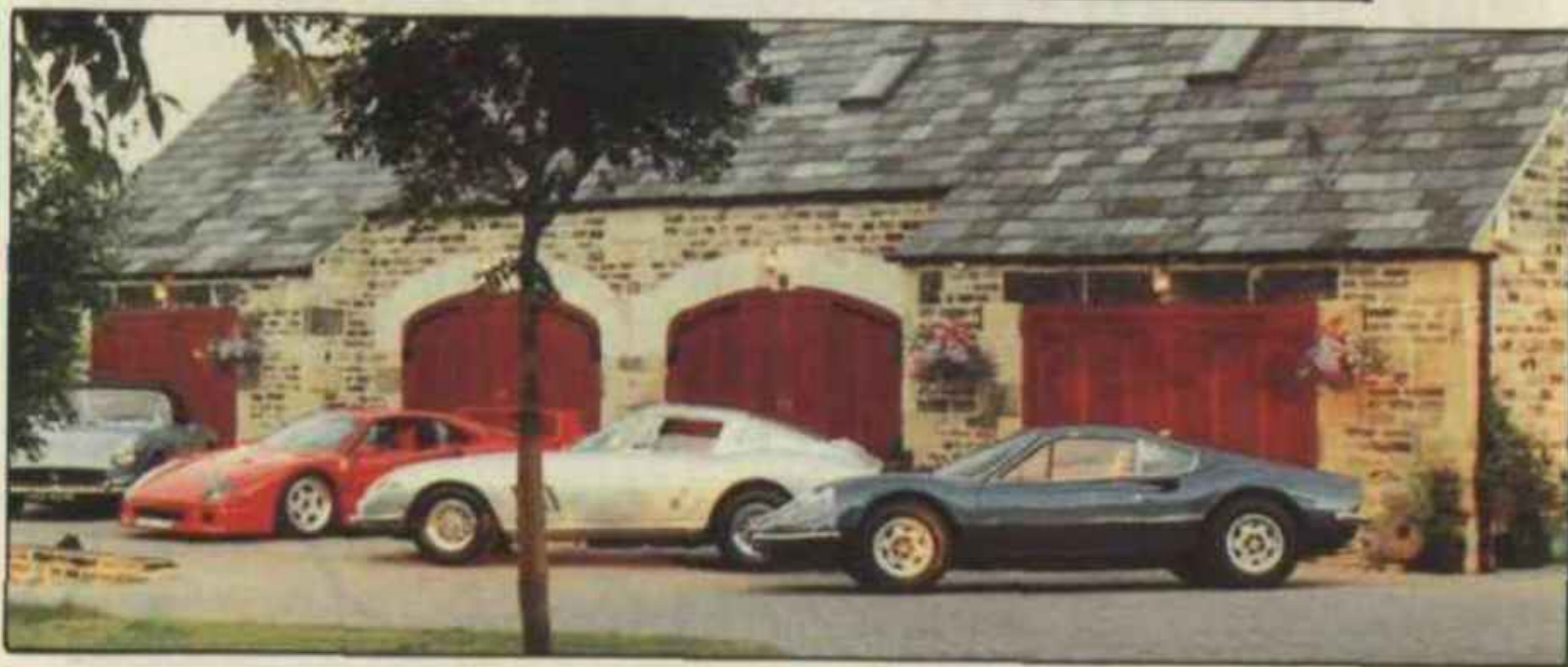
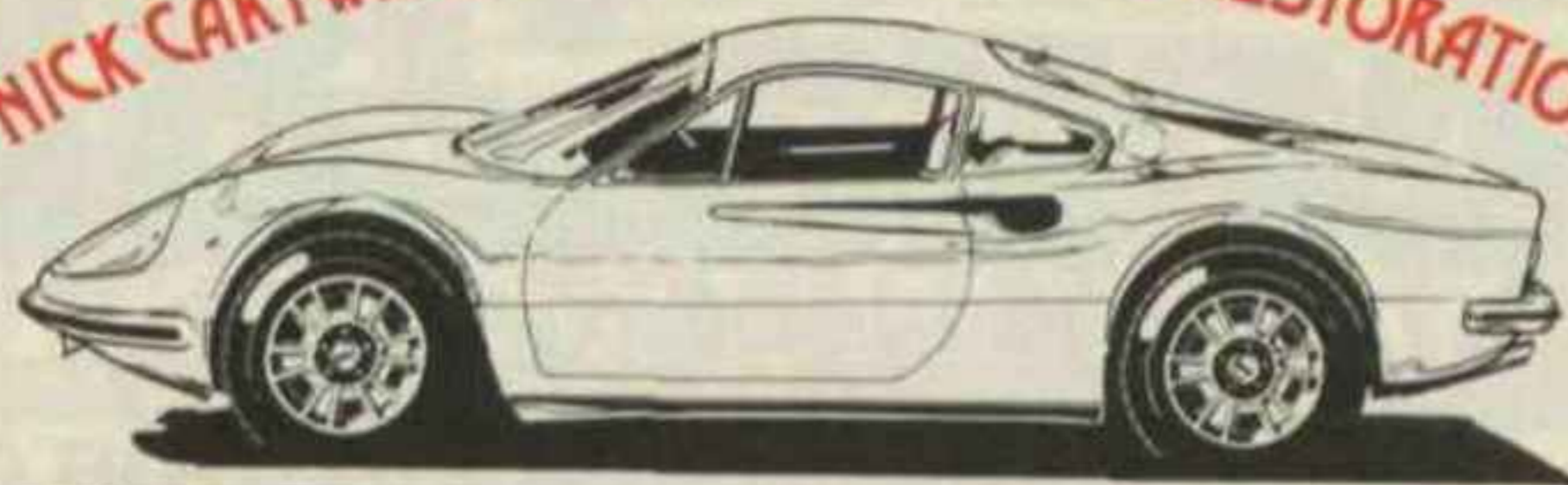


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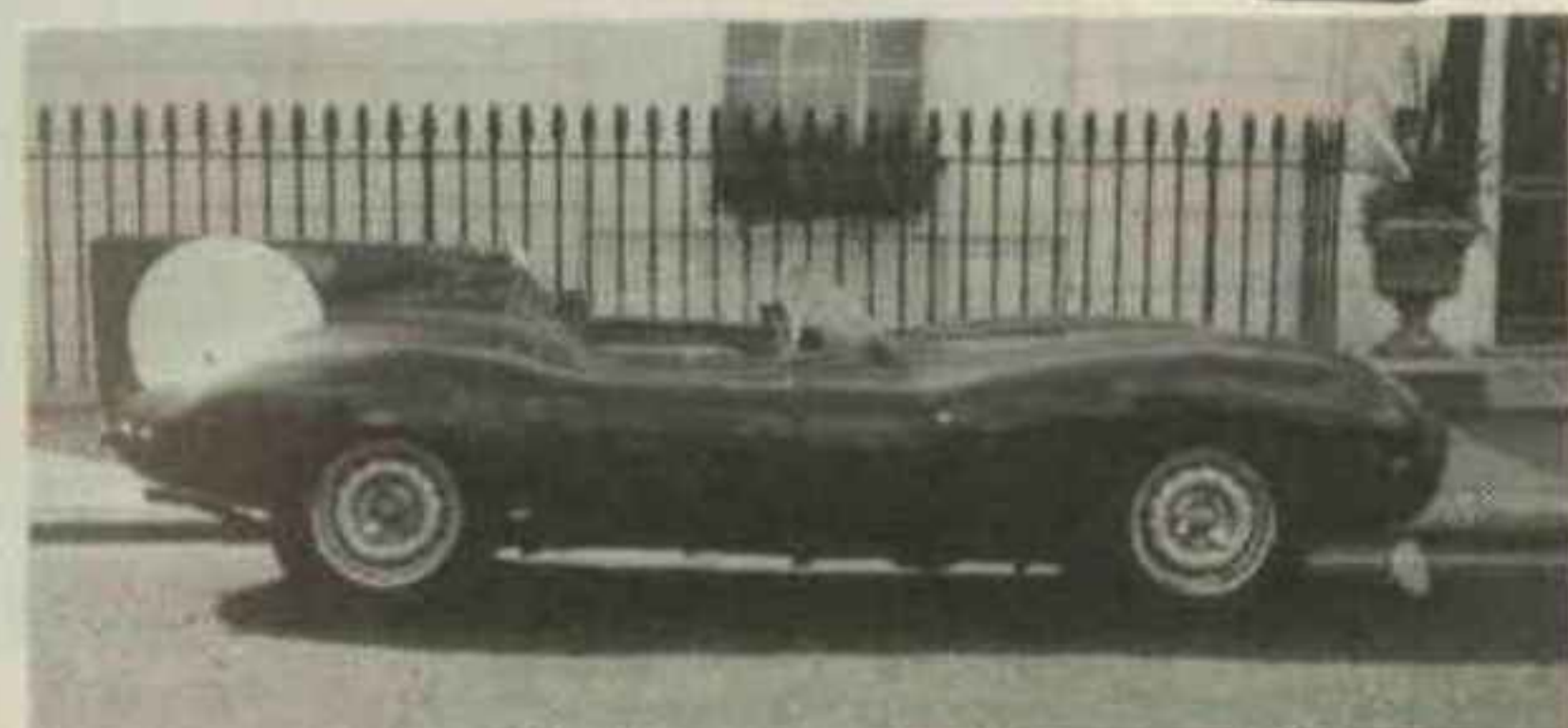
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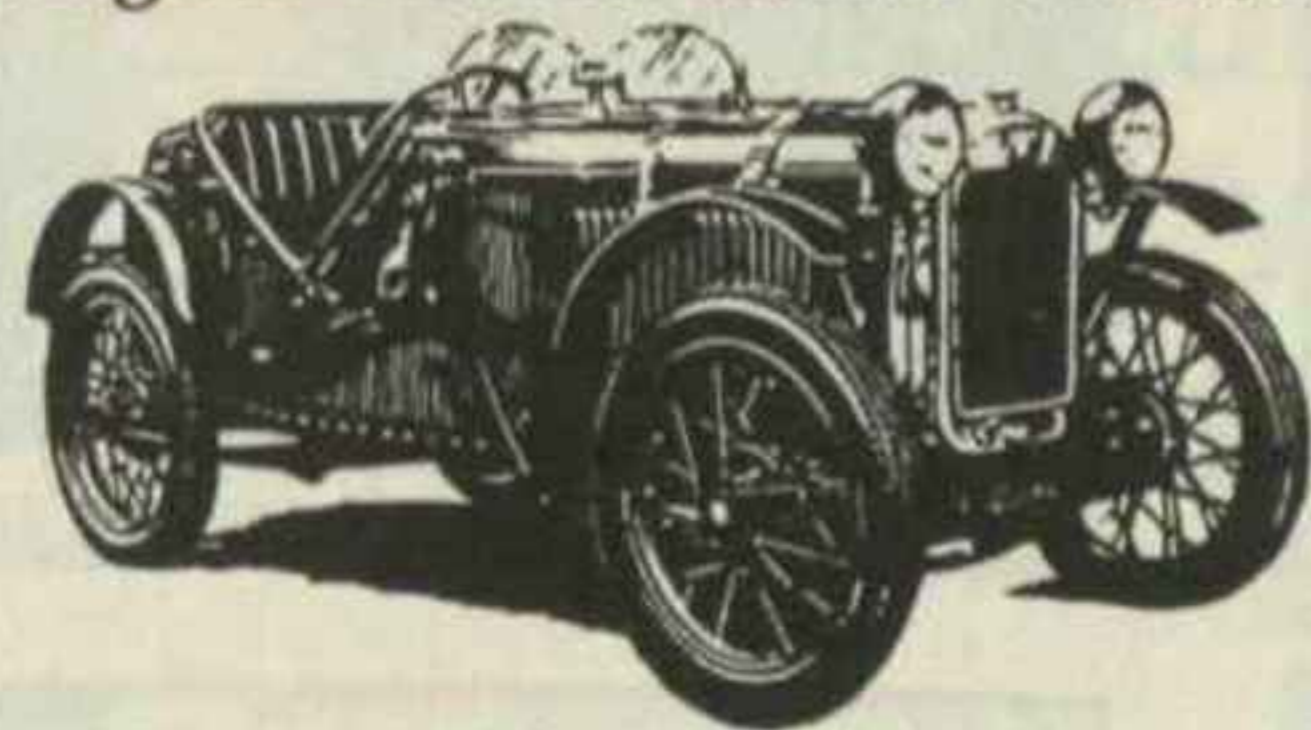
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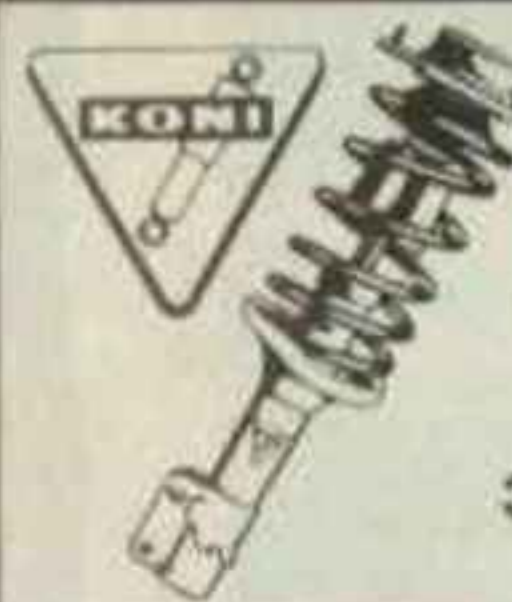
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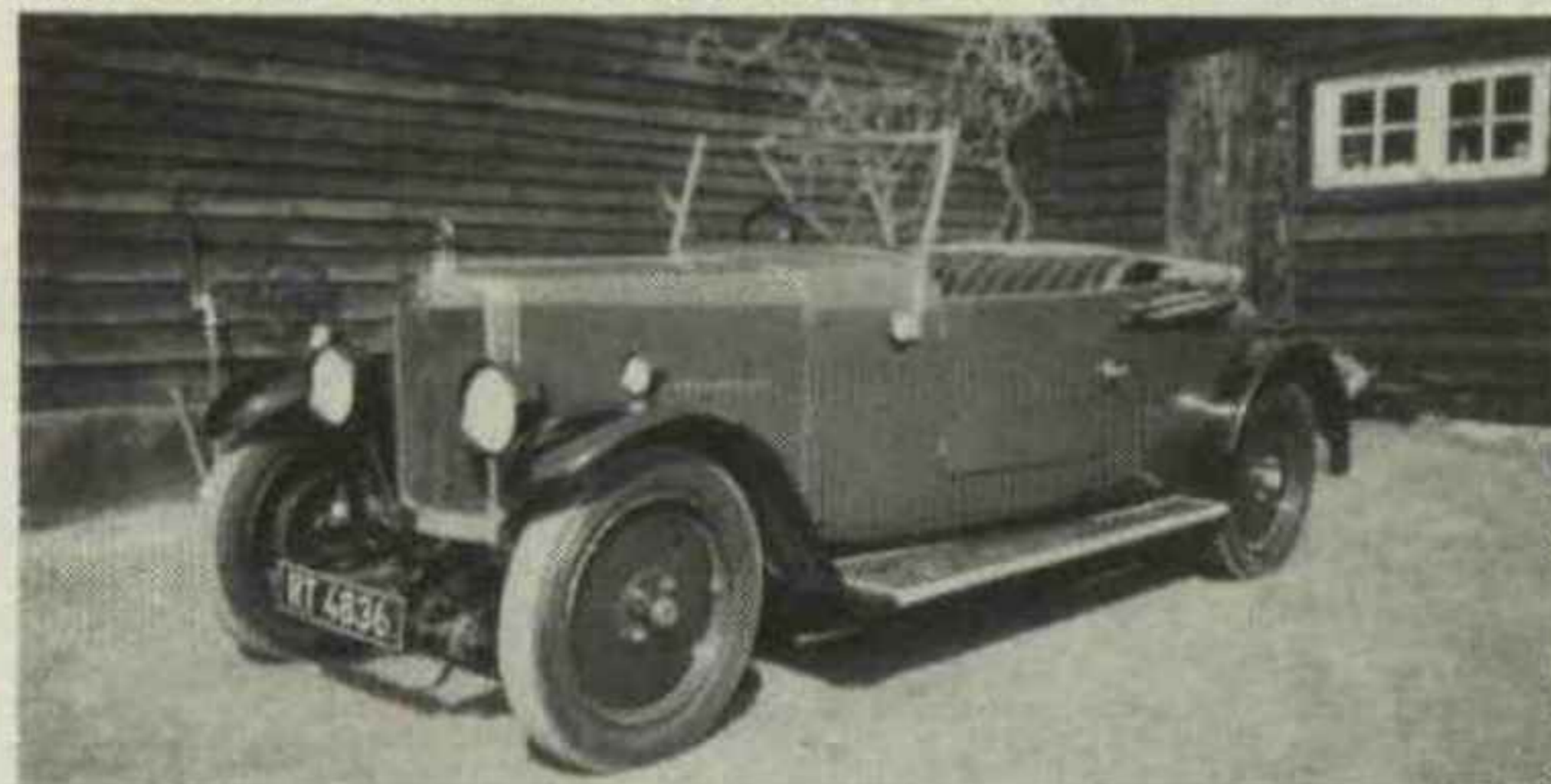
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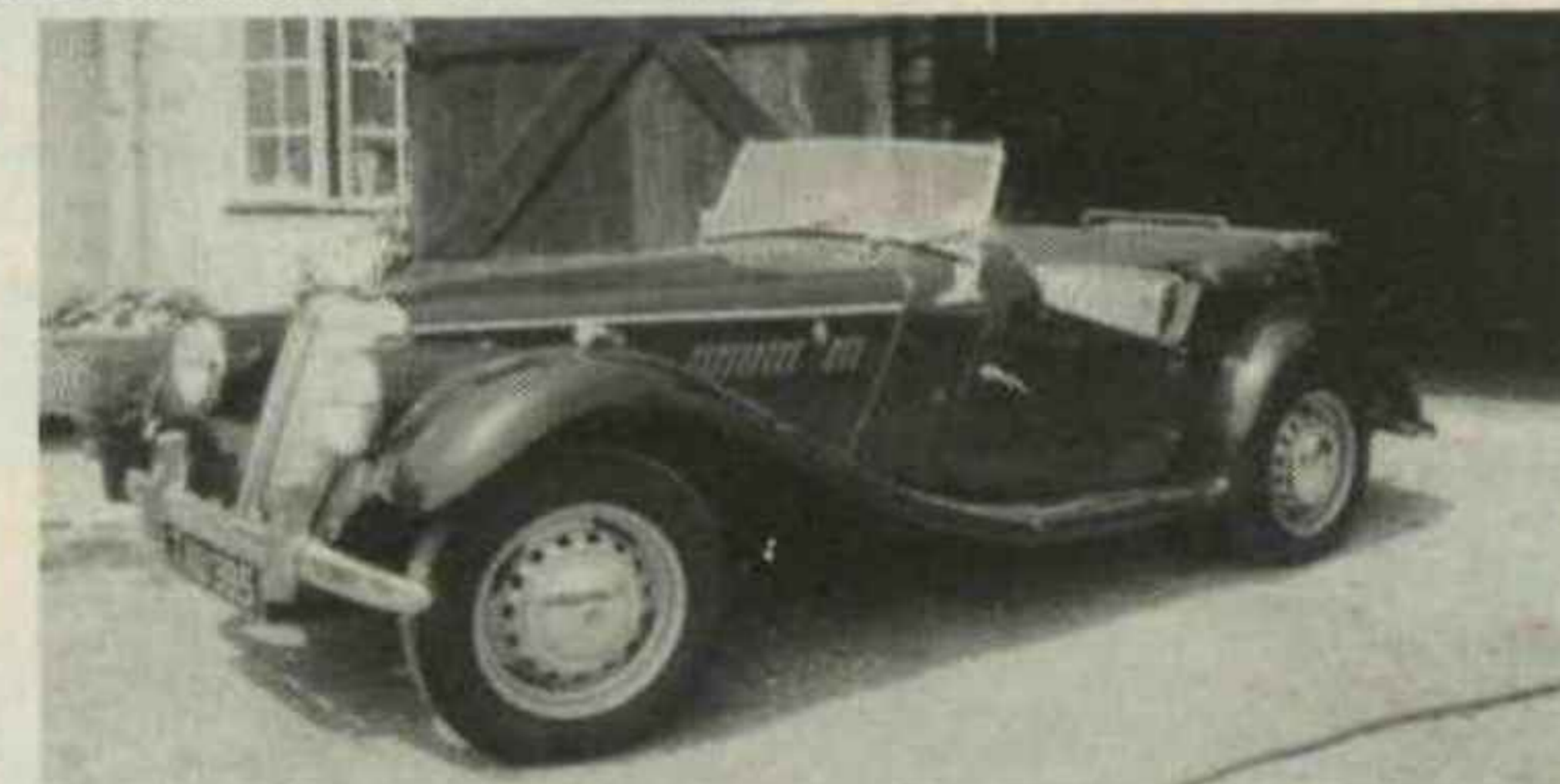
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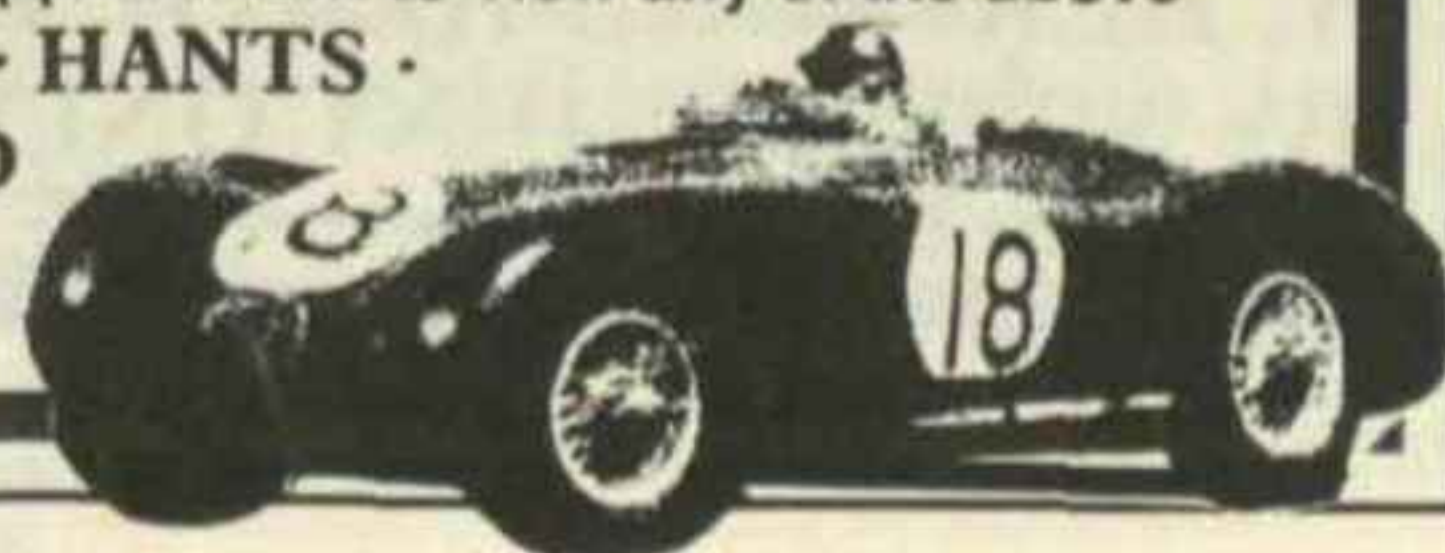
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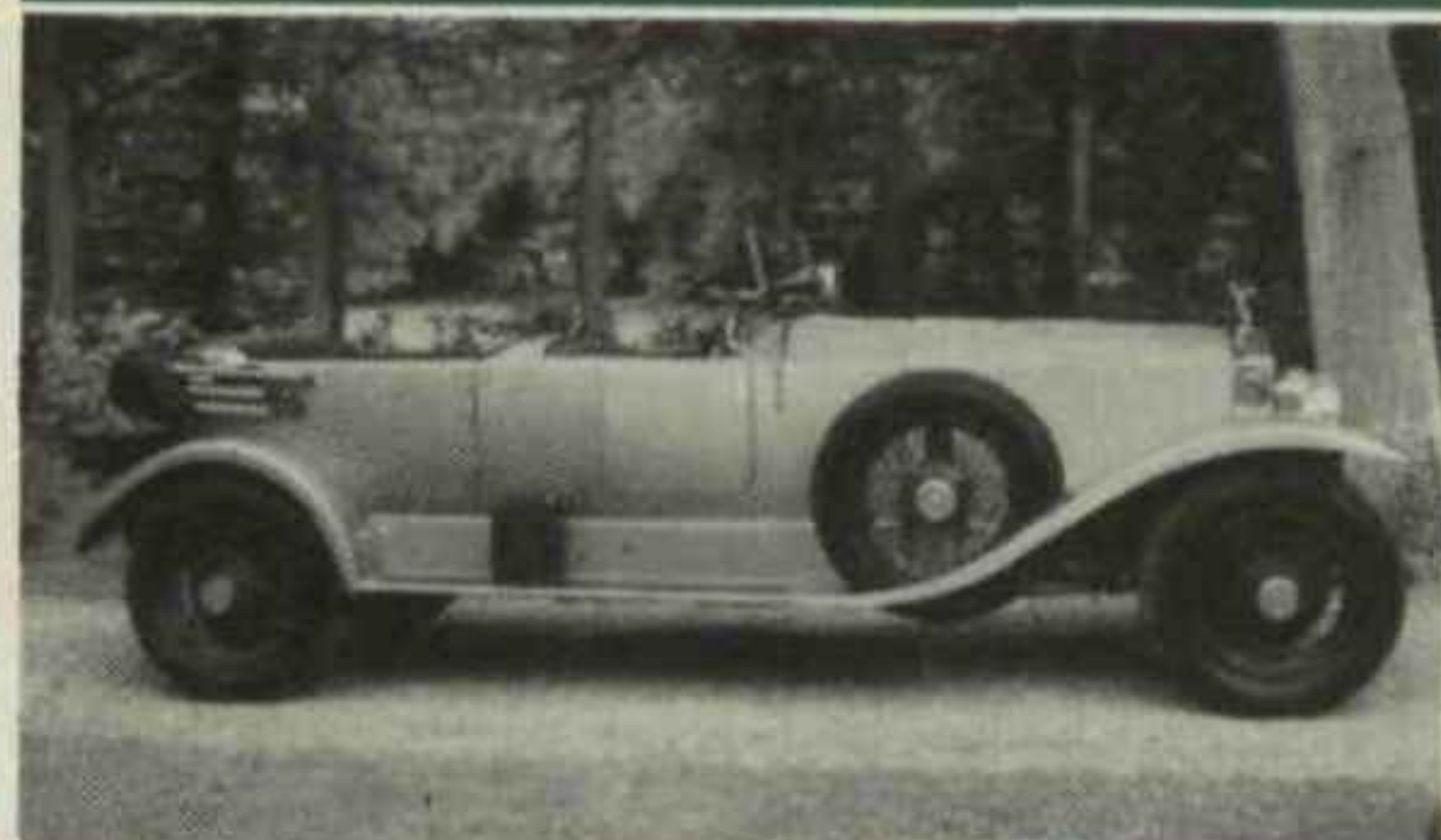
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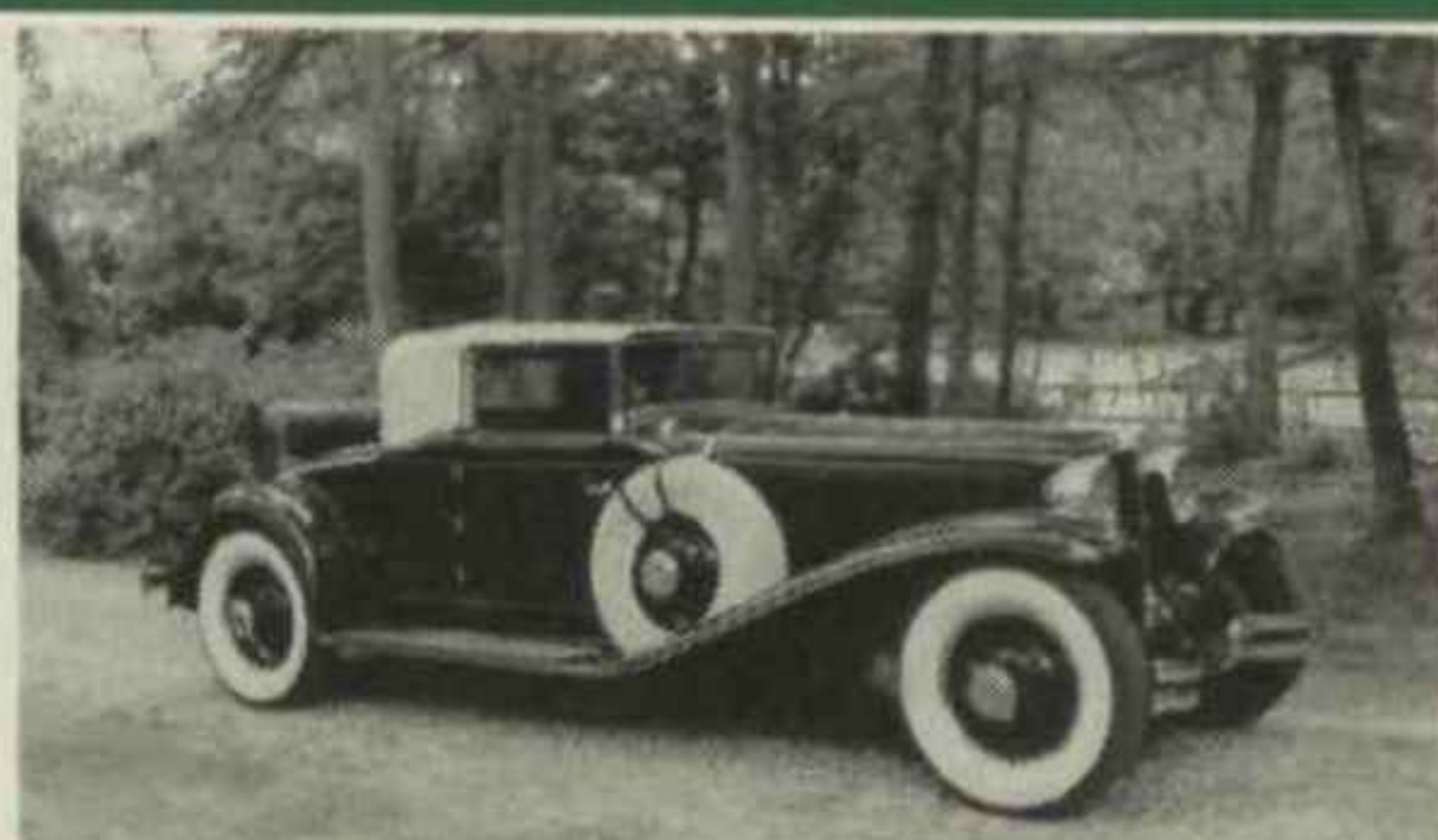
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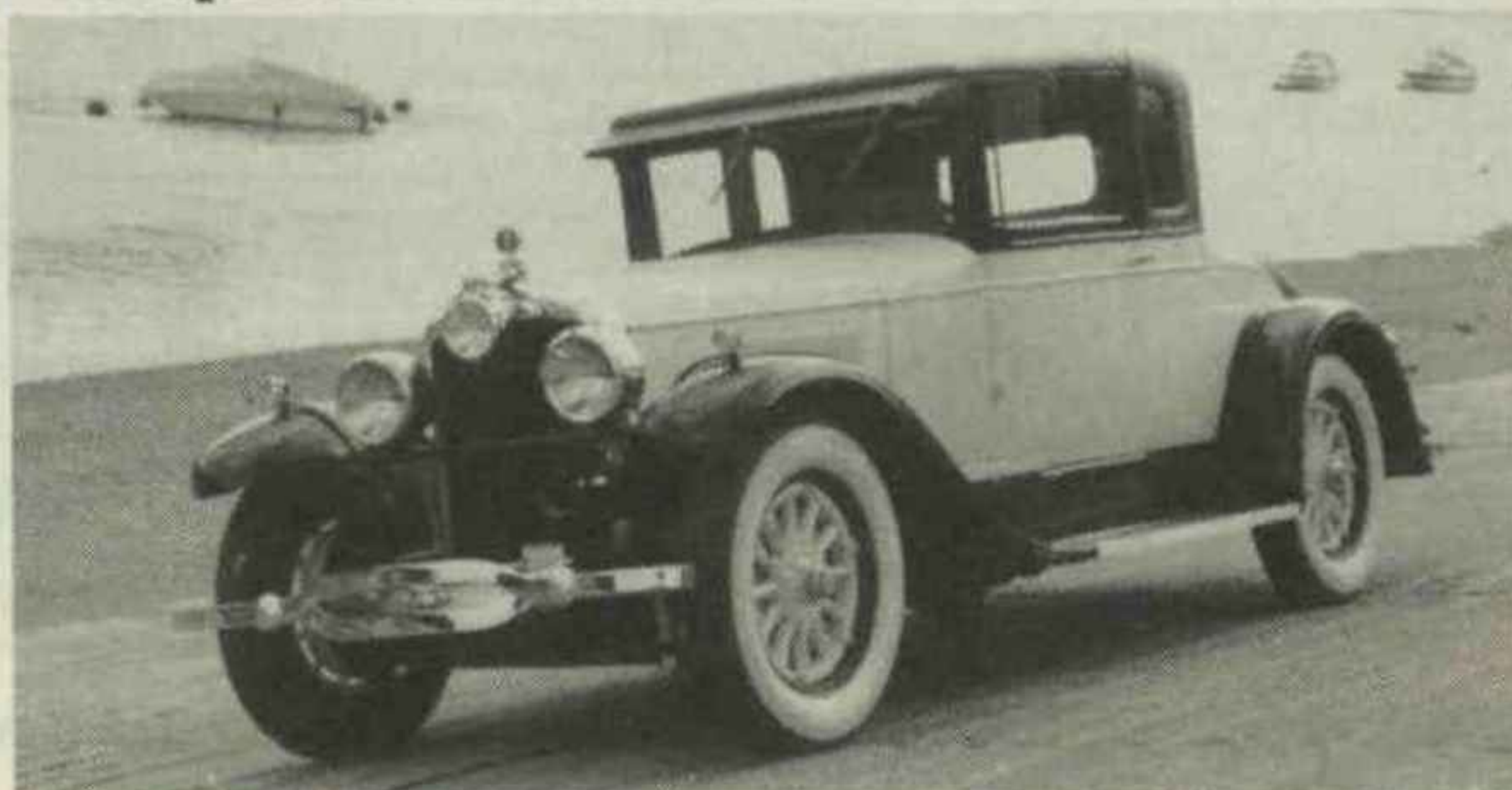
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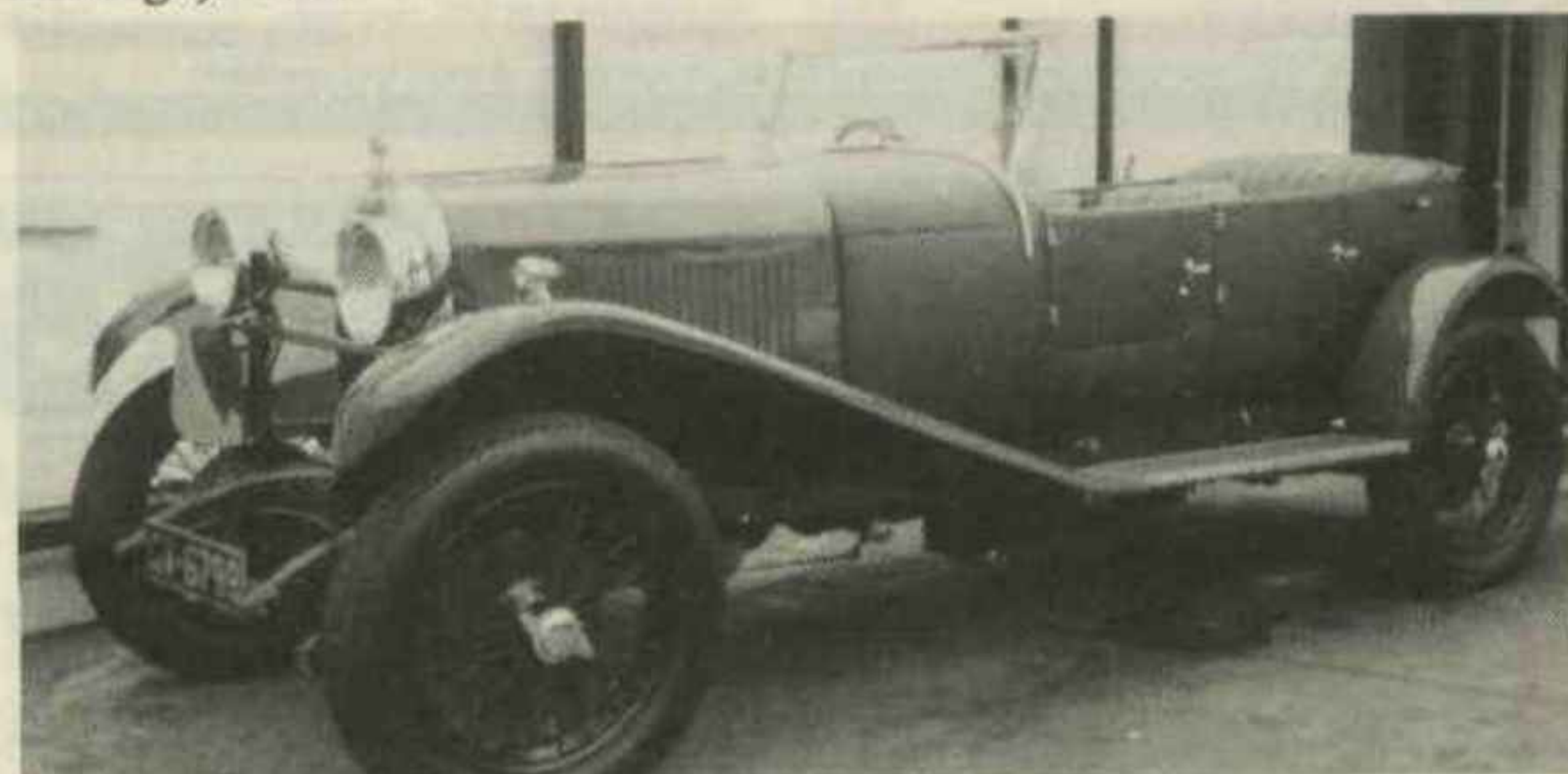
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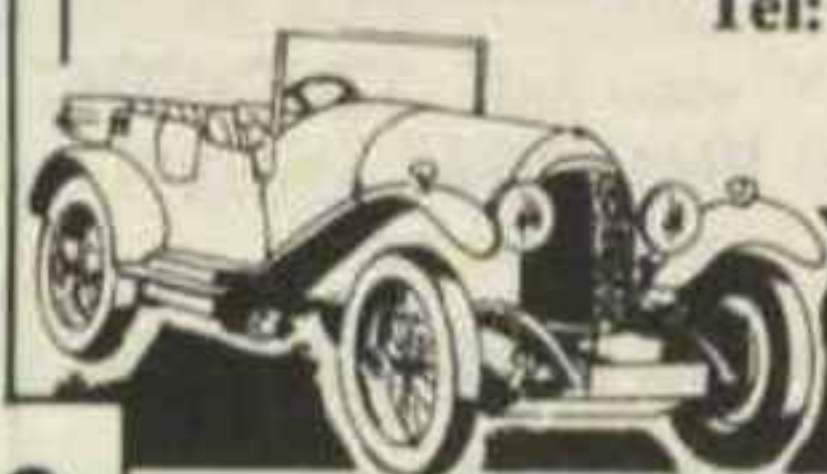
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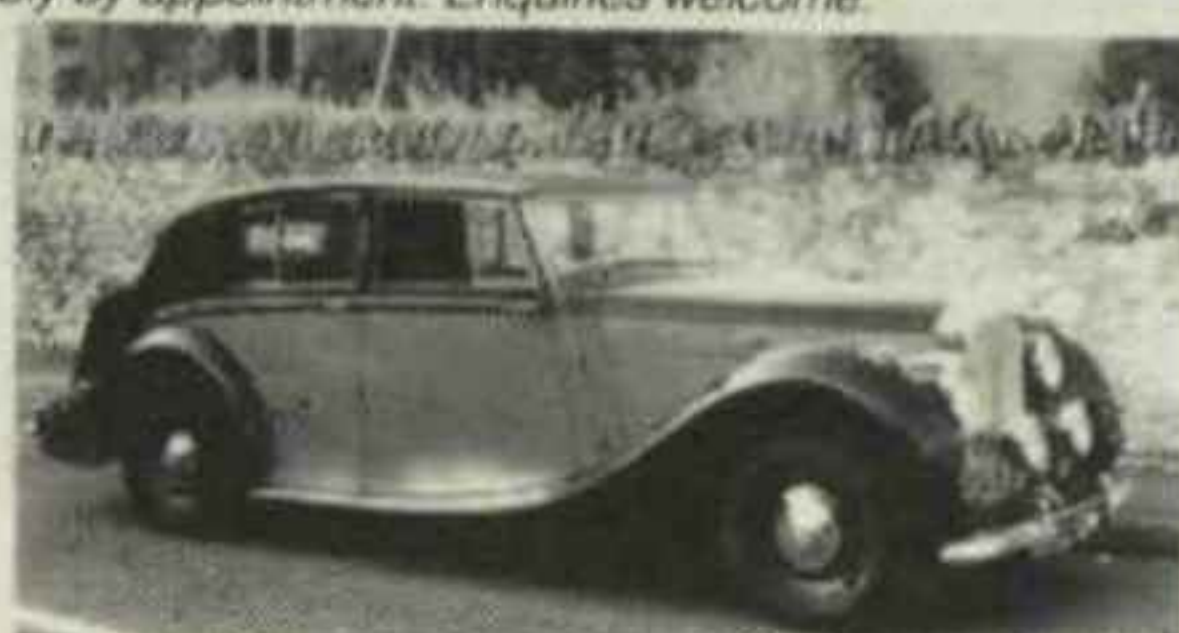
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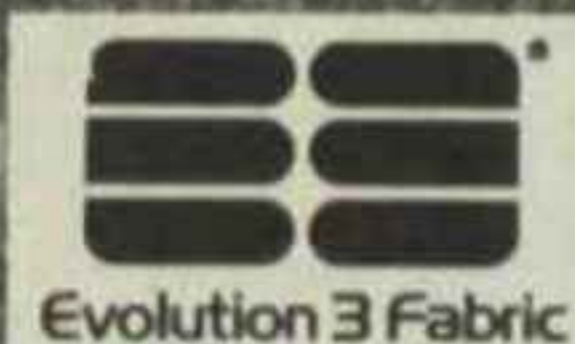
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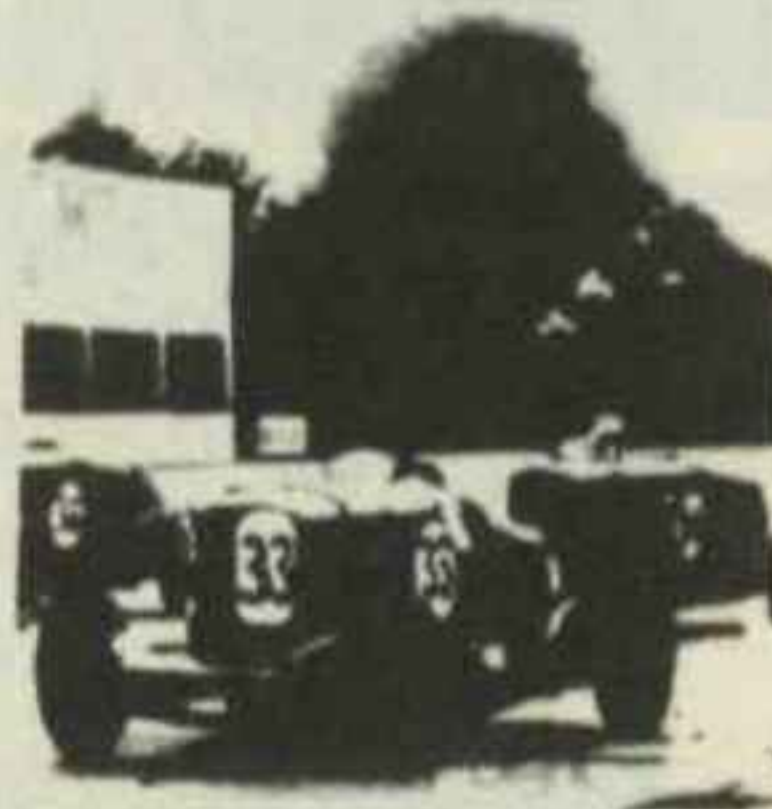


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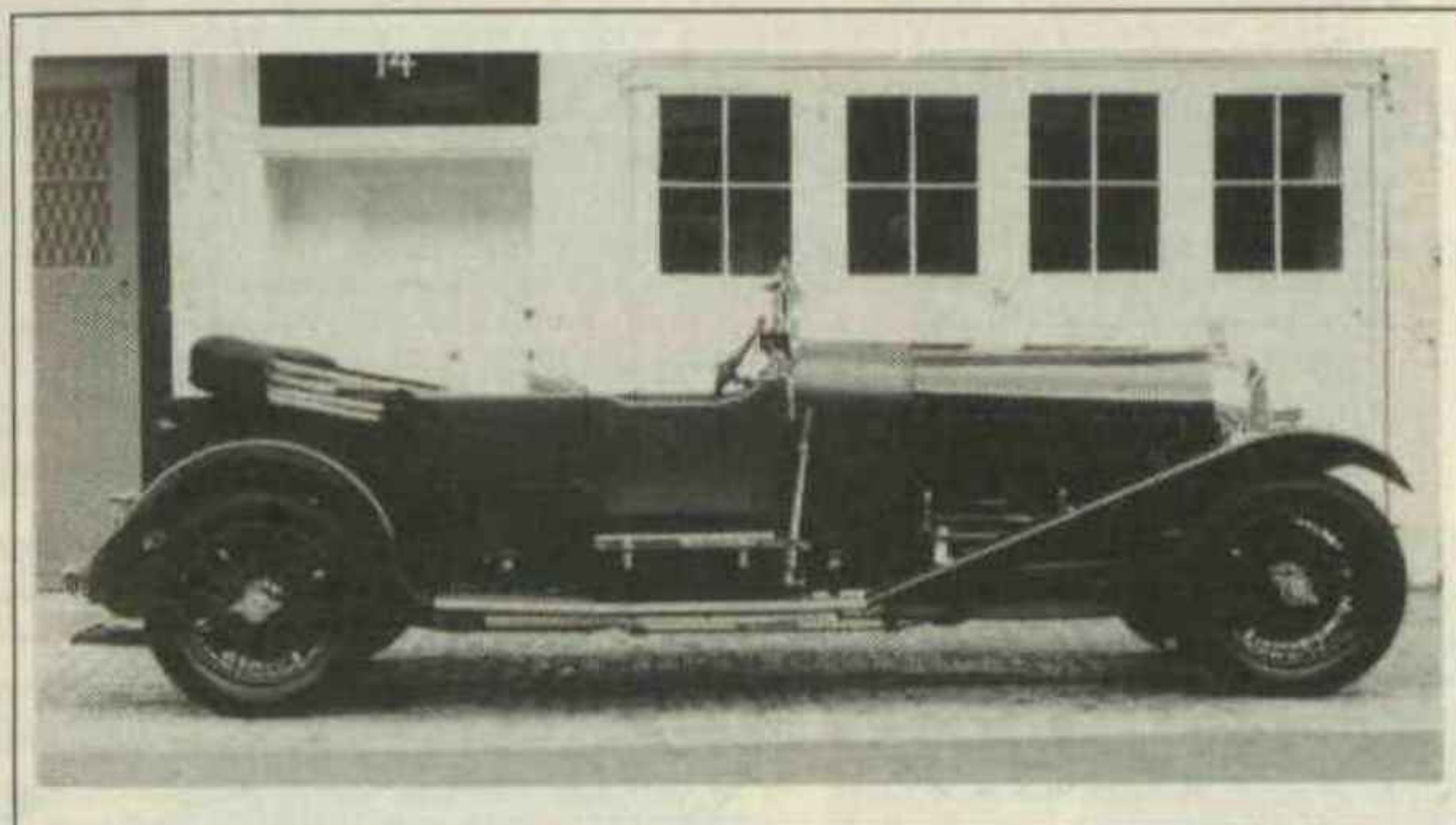
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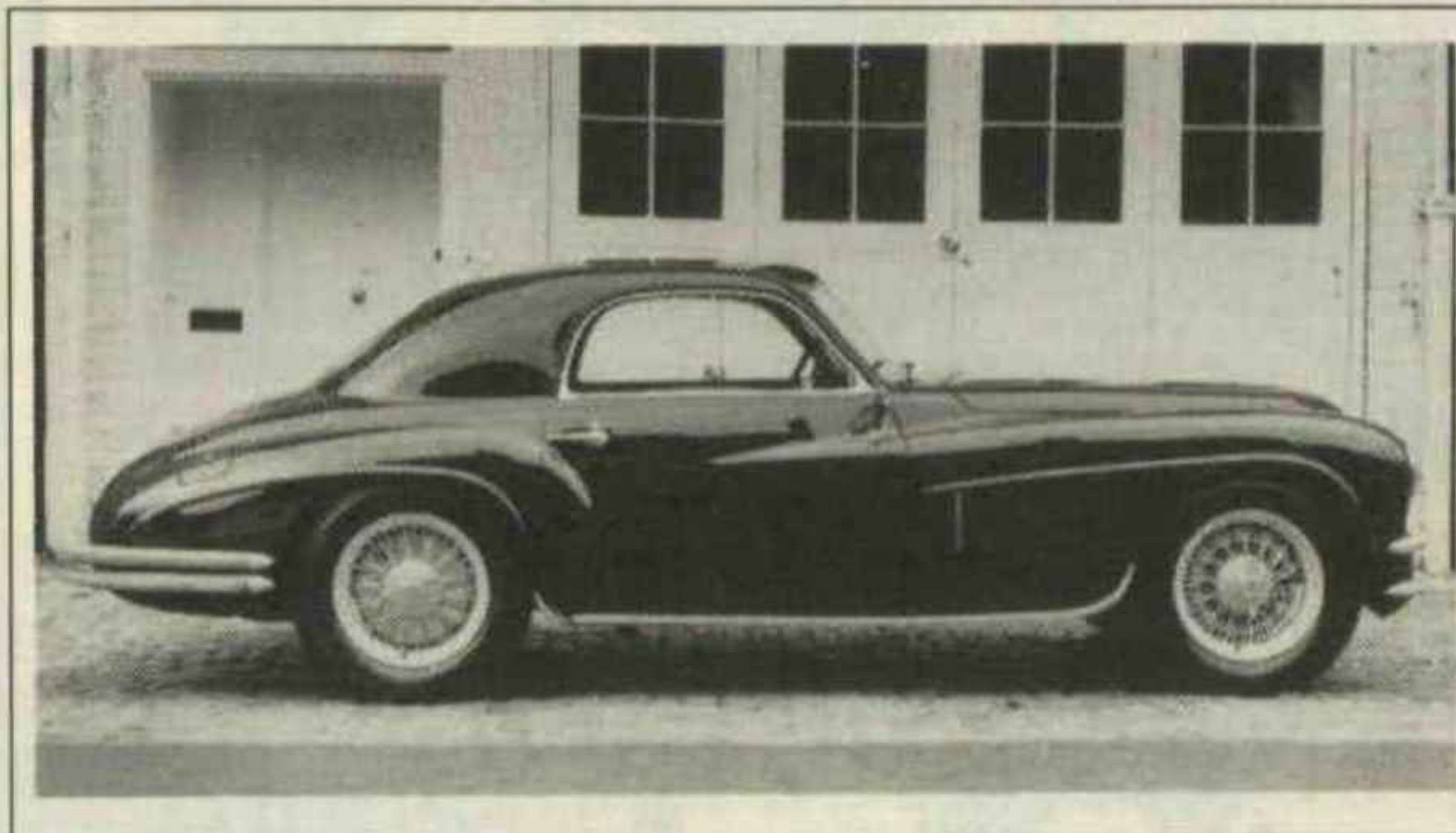
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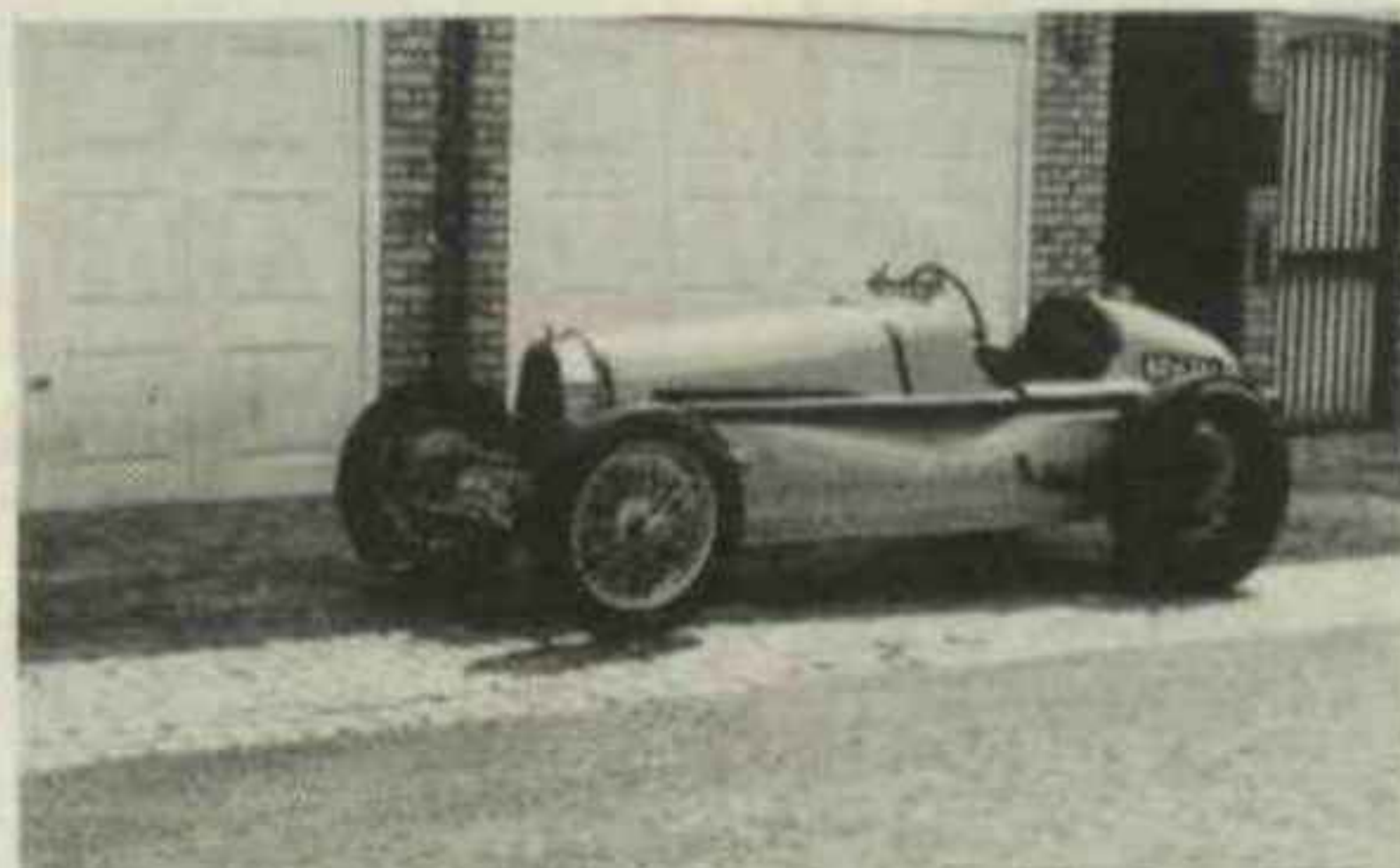
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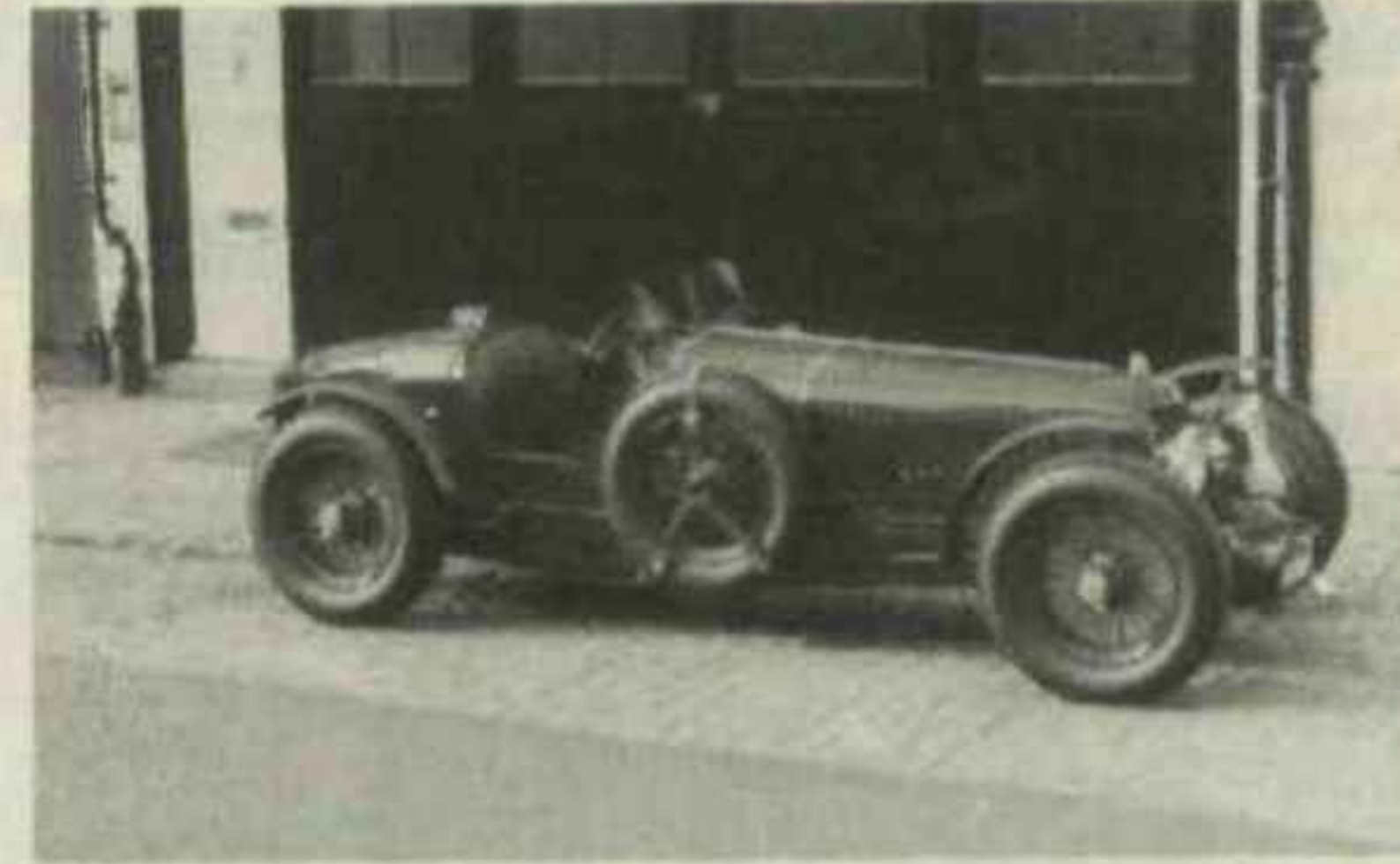
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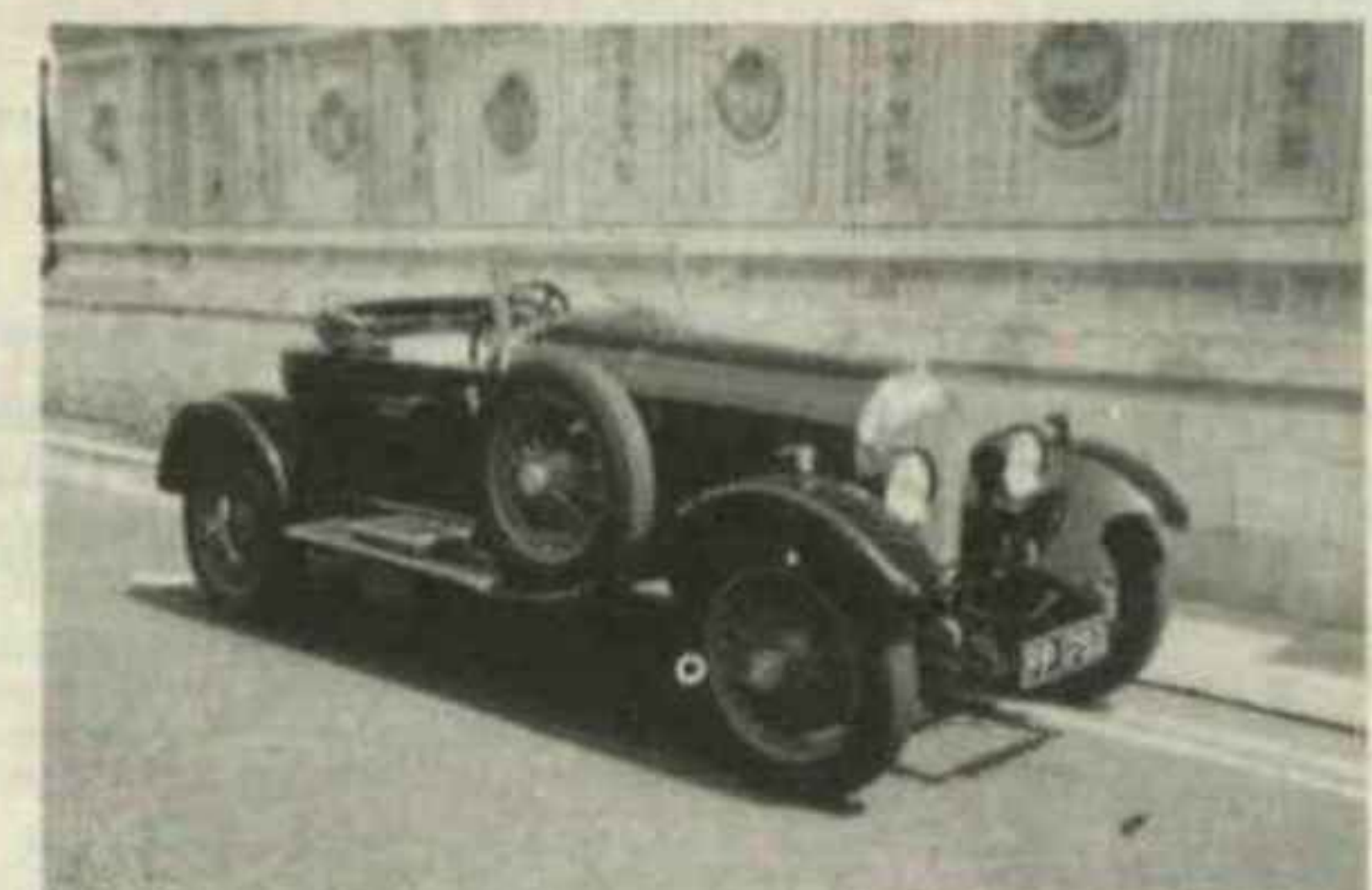
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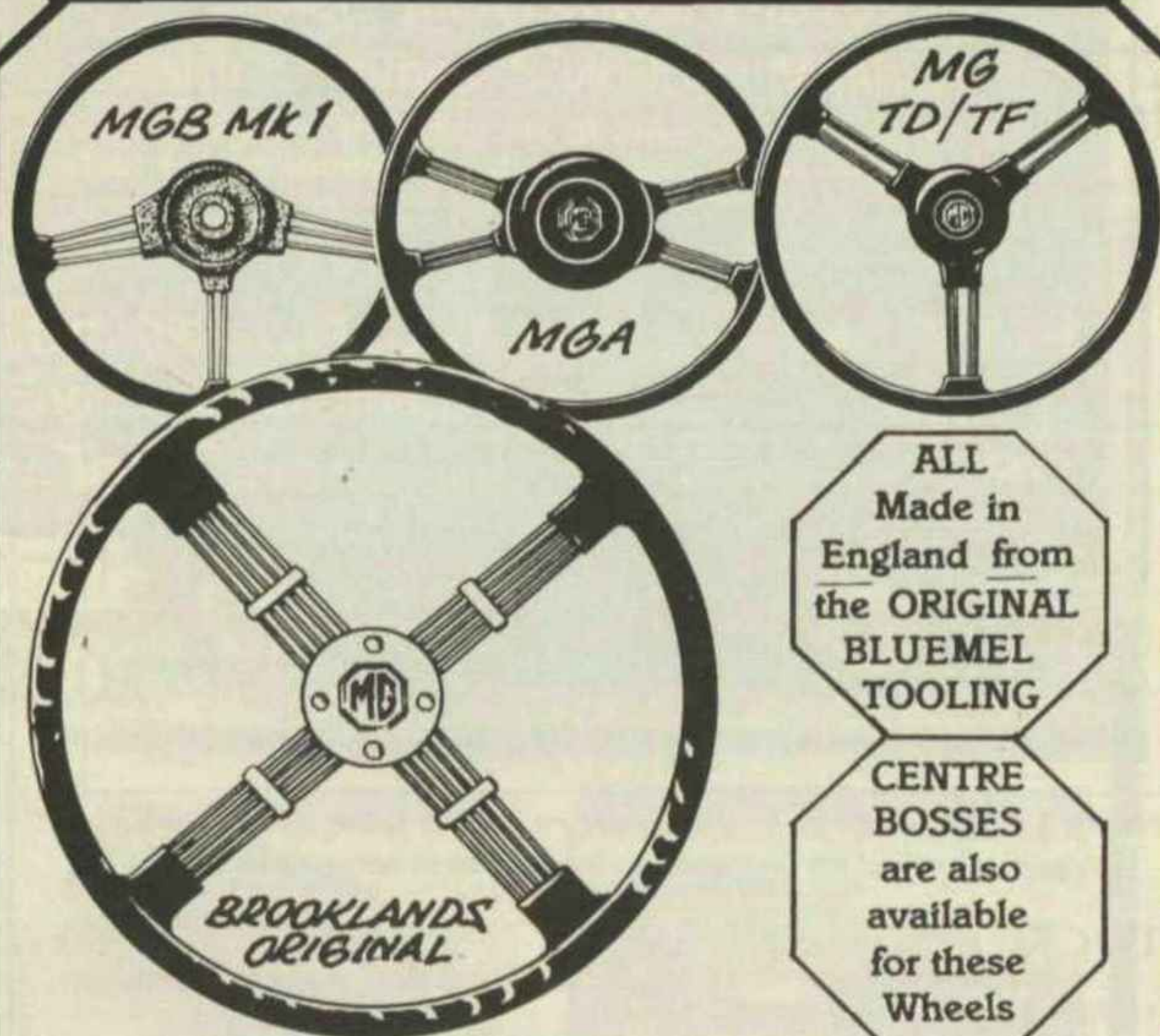


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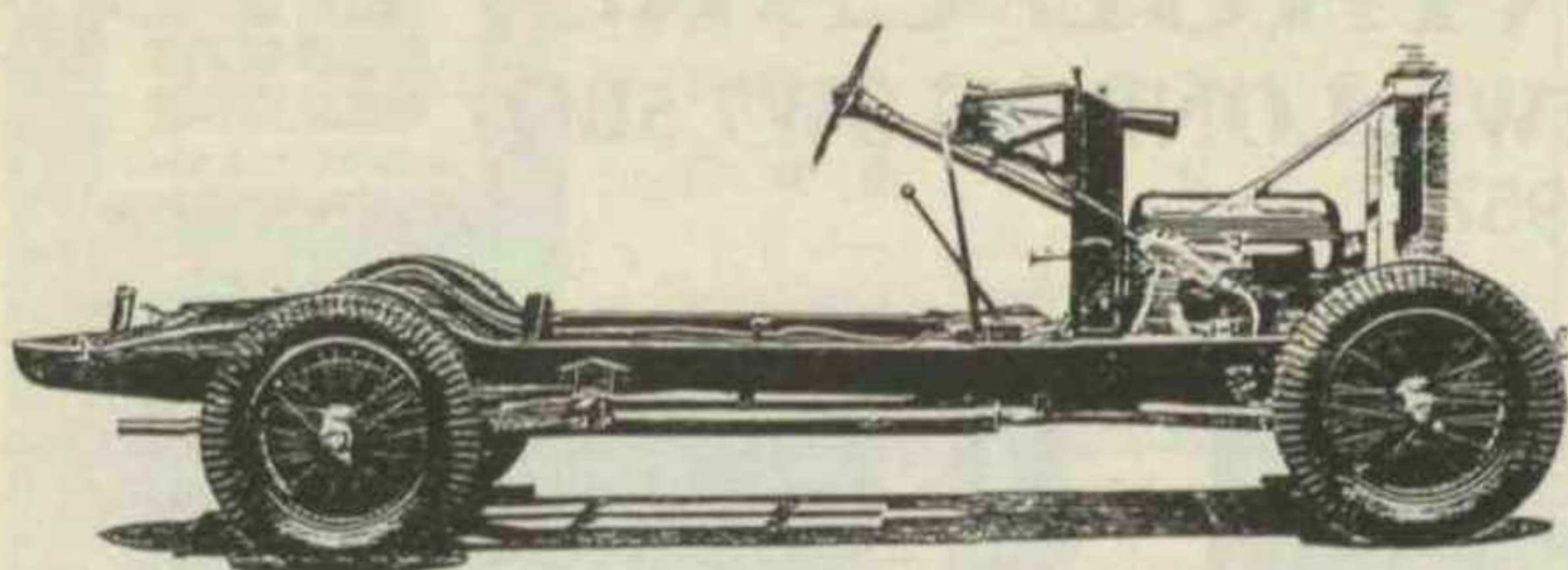
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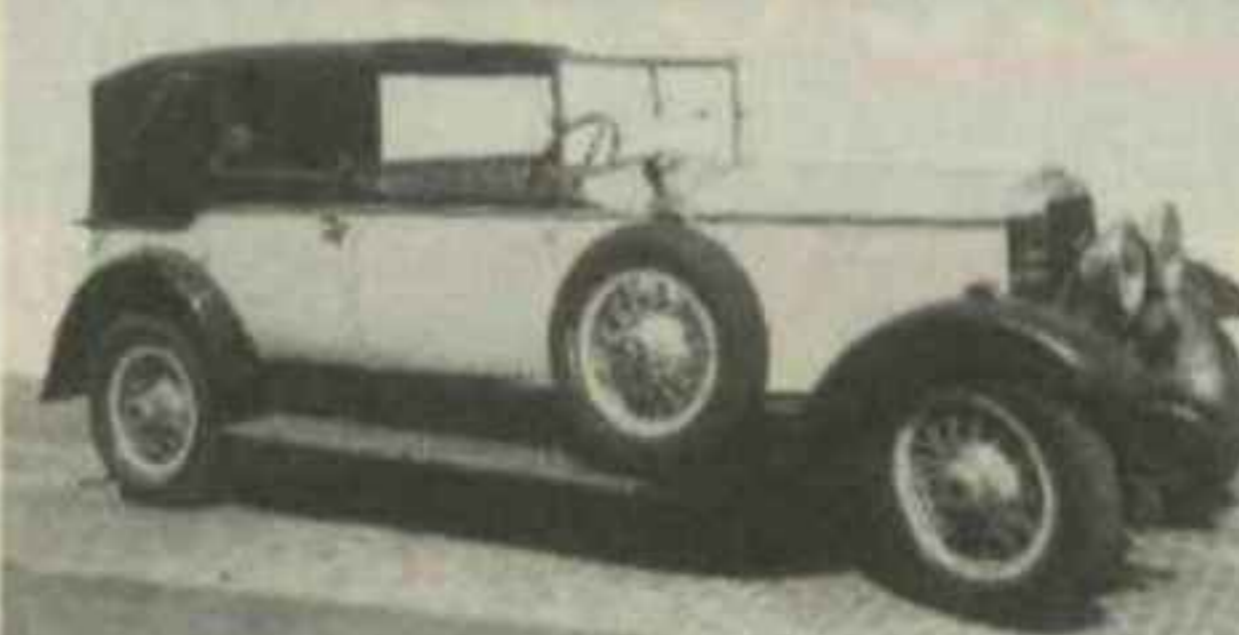
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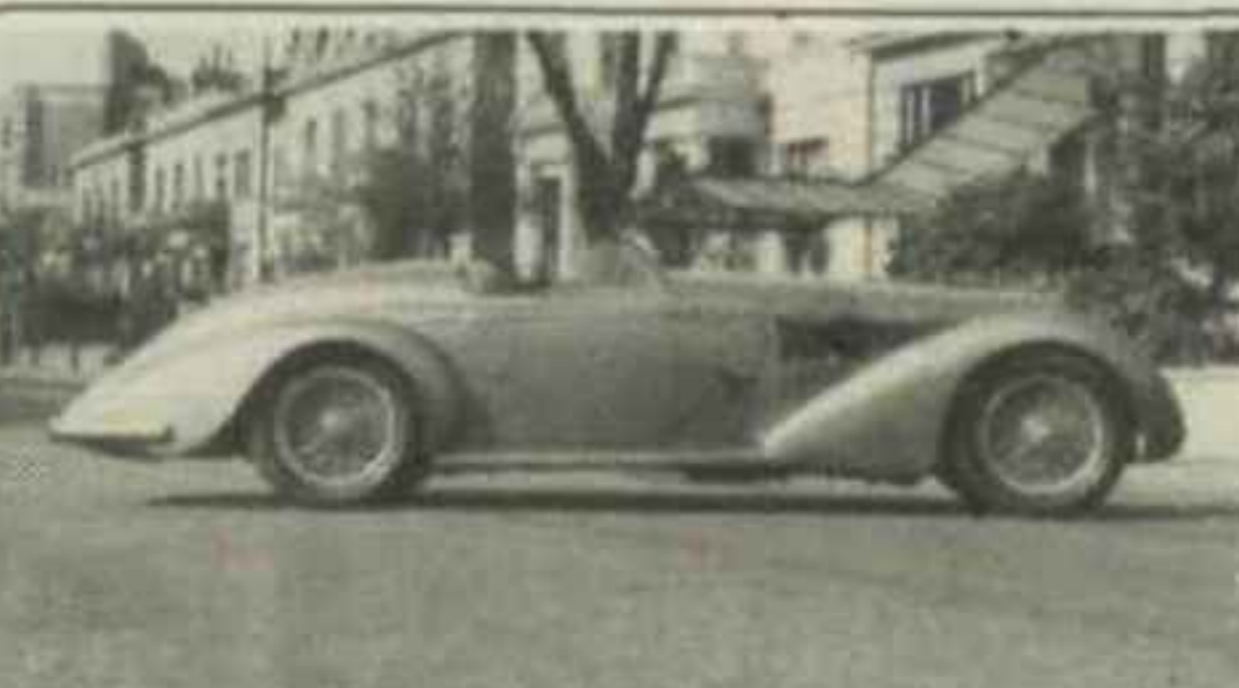
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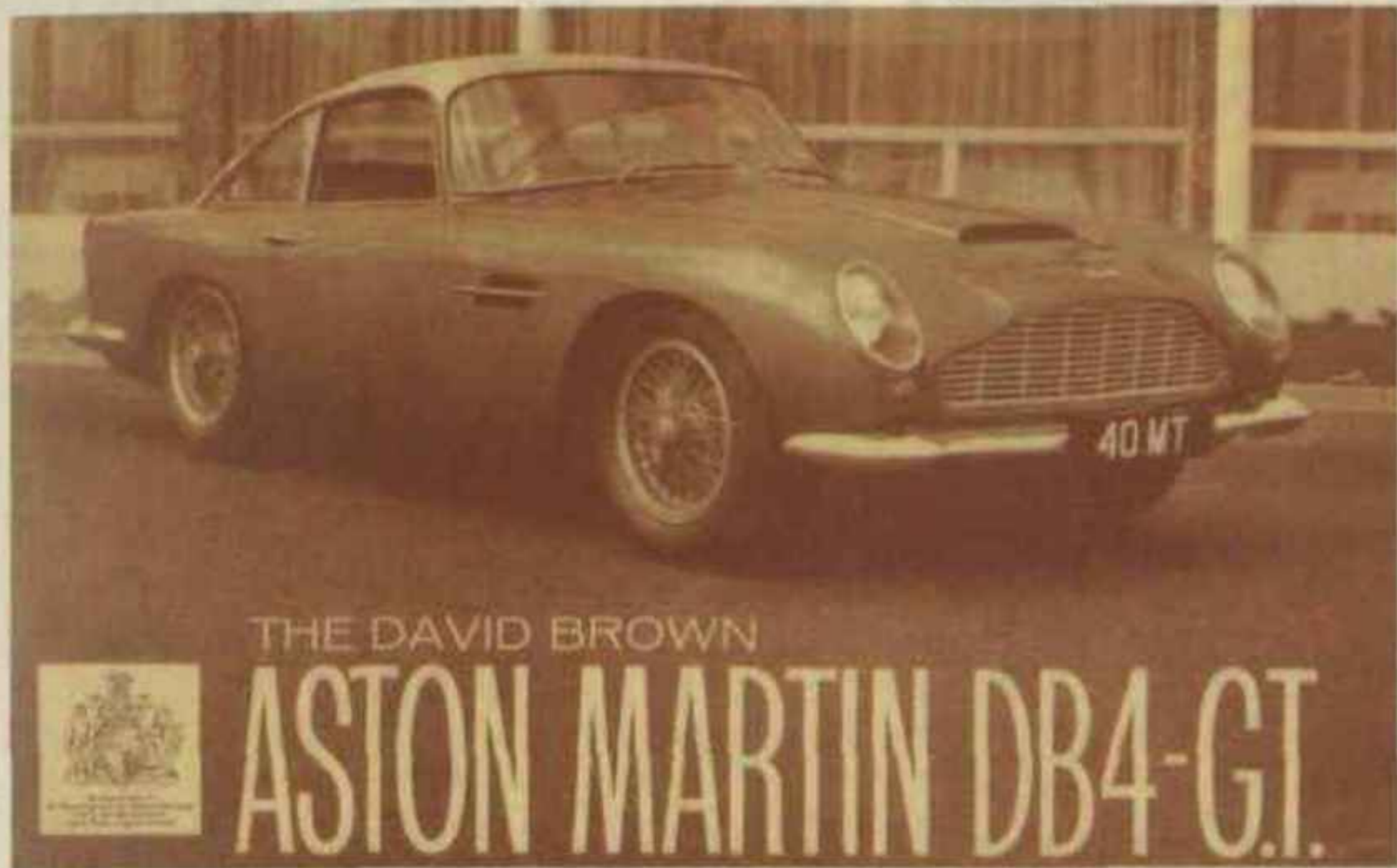
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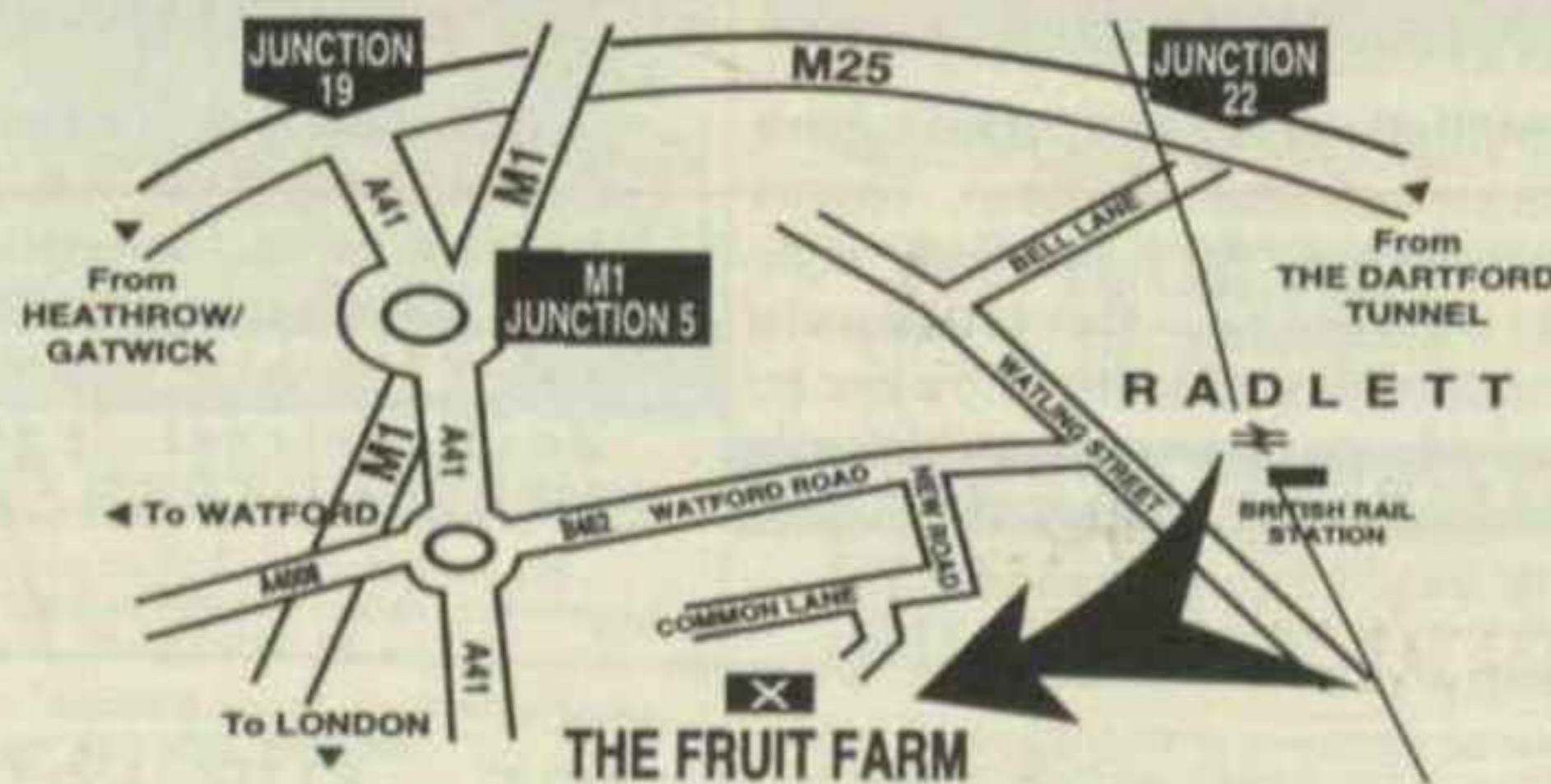
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